

CA44N
HM XCII
-66457

YORK STREET URBAN RENEWAL SCHEME
CITY OF HAMILTON

UR
HAM



Y O R K S T R E E T
U R B A N R E N E W A L S C H E M E
C I T Y O F H A M I L T O N

May, 1966

Prepared by:

Murray V. Jones and Associates Limited
Urban and Regional Consultants
170 Bloor Street West
Toronto 5, Canada

in conjunction with

the Urban Renewal Committee of
the City of Hamilton

YORK STREET URBAN RENEWAL SCHEME

TABLE OF CONTENTS

	<u>Page Number</u>
I THE AREA	
1. Physical Characteristics	2
2. Existing Public Services	21
3. Residential Characteristics	32
4. Commercial-Industrial Characteristics	56
5. Financial Characteristics	62
6. Substandard Conditions	66
II THE PLAN	
1. General Description	79
2. Proposed Road System	90
3. Future Public Services	97
4. Proposed Public Uses	110
5. Proposed Private Uses	119
6. Feasibility of Proposed Uses	125
a) Public Housing	125
b) Private Uses	139
7. Cost Analysis	151
III PROCEDURES	
1. Relocation	162
2. Rehabilitation	164
3. Land Disposal	169
4. Land Use Control	172
5. Administration and Public Information	174

LIST OF APPENDICES

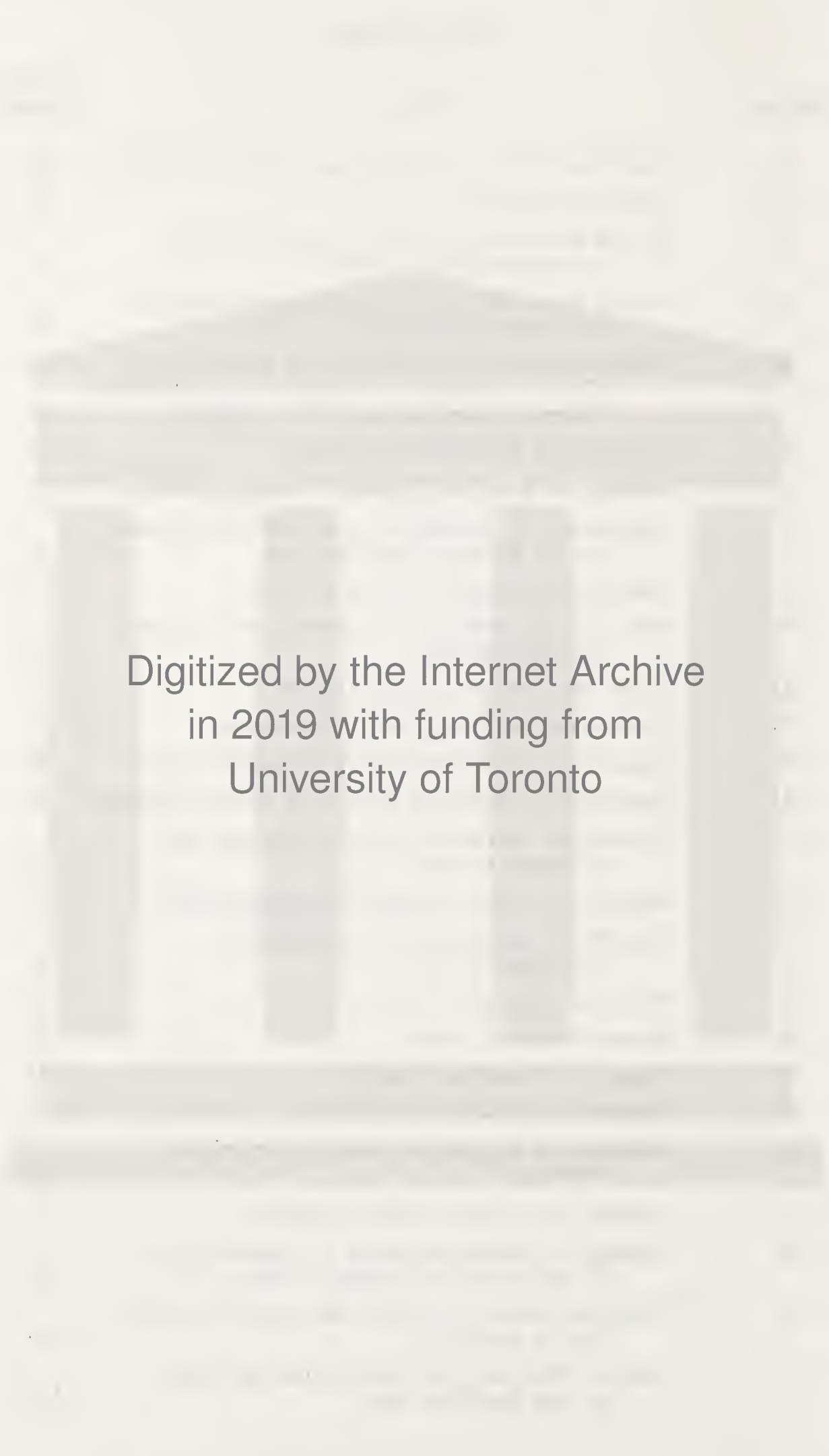
- I Population and Social Characteristics Questionnaire
- II Commercial-Industrial Questionnaire
- III Condition of Buildings Questionnaire

LIST OF MAPS

<u>Number</u>	<u>Title</u>	<u>Following Page</u>
1.	Location of Scheme Area	1
2.	Existing Zoning	5
3.	Existing Official Plan	7
4.	Existing Land Use	9
5.	Vehicular Movements - 24-Hour	15
6.	Existing Sewers	21
7.	Existing Water Mains	21
8.	Existing Gas Lines	21
9.	Existing Hydro Lines	23
10.	Existing Telephone Lines	23
11.	Road and Sidewalk Inventory	23
12.	Community Facilities	27
13.	Block and Area Designation	41
14.	Population and Social Characteristics	43
15.	Condition of Buildings	75
16.	The Plan for York Street - Phase I	80
	York Street Perspective	86
17.	The Plan for York Street - Phase II	88
18.	Related Road Improvements	92
19.	Proposed Sewers and Water Mains	98
20.	Proposed Gas Lines	108
21.	Proposed Hydro and Telephone Lines	108
22.	Phasing of Land Acquisition	169

LIST OF TABLES

<u>Number</u>	<u>Title</u>	<u>Page Number</u>
1.	Land Use Within the East-West Freeway R.O.W.	13
2.	Vehicular Volumes - 24-Hour	15
3.	On and Off-Street Parking Capacities and Percentage Used - 1961	17
4.	Cordon Count of 17-Hour Vehicular Passenger and Pedestrian Volumes - 1961	20
5.	Proportion from the York Street Area of all 17-Hour Vehicular Passenger and Pedestrian Volumes Entering the C.B.D. - 1961	21
6.	Roadway and Sidewalk Inventory	24
7.	Summary of Road and Sidewalk Characteristics	25
8.	Comparison of Incomes in the York Street Area and in Metropolitan Hamilton	33
9.	Population Movement - 1956 to 1961	36
10.	Dwellings by Length of Occupancy and Period of Construction	38
11.	Total Population Characteristics	43
12.	Percentage Distribution of Population	44
13.	Summary of Family Household Characteristics	46
14.	Summary of Non-Family Household Characteristics	50
15.	Summary of Characteristics of Persons over 60 years of age	52
16.	Summary of Other Household Characteristics	54
17.	Summary of Commercial and Industrial Characteristics	57
18.	Financial Characteristics	63
19.	Recent Property Sales	65
20.	Grades of Building Condition	72
21.	Summary of Building Condition	74
22.	Schedule of Estimated Costs of Municipal Services	99
23.	Summary of Proposed Public Housing	114
24.	Number and Characteristics of Households to be Relocated by Stages, 1966 to 1979	127
25.	Estimated Need for Family and Senior Citizens Public Housing	134
26.	Limited Dividend and Public Housing Units in the Hamilton Area	137



Digitized by the Internet Archive
in 2019 with funding from
University of Toronto

<u>Number</u>	<u>Title</u>	<u>Page Number</u>
27.	Provision of Public Housing by Type and Stage	138
28.	Commercial-Industrial Relocation Needs by Stage	145
29.	Analysis of Residual Land Value (Convenience Stores - Site 2)	147
30.	Analysis of Residual Land Value (Industrial Sites 25 and 29)	149
31.	Areas and Estimated Costs of Acquisition and Clearance and Suggested Priority Phasing	152
32.	Areas of Lands to be Redeveloped by Proposed Use	157
33.	Areas and Estimated Costs of Acquisition and Clearance of Privately Owned Lands by Proposed Use	157
34.	Summary of Service Costs by Stage	159

INTRODUCTION

This is the third report prepared pursuant to an agreement between Central Mortgage and Housing Corporation and the City of Hamilton dated February 25, 1965 and between the Province of Ontario and the City of Hamilton dated July 26, 1965. The agreements provided for the preparation of an urban renewal study and scheme for a 1,150-acre "area" later known as the Central Hamilton Urban Renewal Area and the completion of one or more detailed urban renewal schemes for a portion thereof referred to as "the lands". The latter has subsequently been divided for the purpose of study into two areas now known as the Civic Square Urban Renewal Scheme and the York Street Urban Renewal Scheme.

Two of these reports, the Central Hamilton Urban Renewal Study and the Civic Square Urban Renewal Scheme, were presented to the City of Hamilton in October, 1965. The present report is related to an area which is generally bounded by the C.N.P., Dundurn Park, York Street and Bay Street and which is illustrated in Map 1. Because of the historical significance of York Street as a means of access to the central core and its current dominance within the area as an arterial road with associated commercial frontage, the scheme has been designated as the "York Street Urban Renewal Scheme".

The following sections of this report provide an intensive appraisal of the various physical, social and economic elements and the presentation of detailed plans for such urban renewal action as is considered to be both desirable and feasible for the scheme area. The recommended procedures and methods of implementation have also been included. The report has been prepared with reference to the larger area of which it is a part and it is accordingly urged that it be read in conjunction with the over-all study of the Central Hamilton Urban Renewal Area.

I THE AREA

1. PHYSICAL CHARACTERISTICS

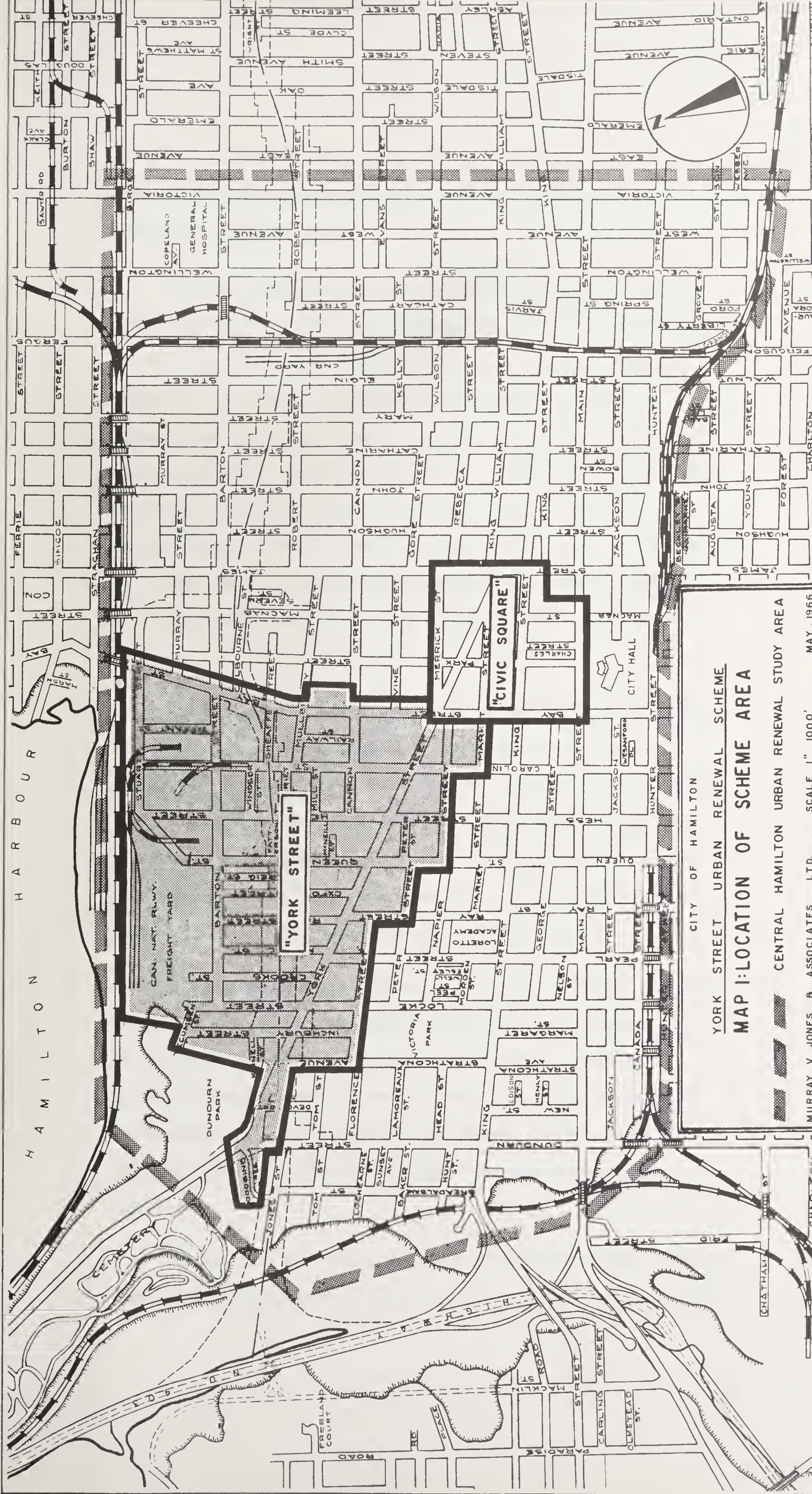
(a) Location

As illustrated on Map 1, the York Street Urban Renewal Scheme includes a gross area of about 220 acres and is located in the north-west corner of the older part of the city. The area is bounded on the north by the Grimsby-Oakville subdivision and the Hamilton freight yards of Canadian National Railways, both of which are located on reclaimed land adjacent to the harbour. The western limit is basically Dundurn Park and Strathcona Avenue but the scheme boundary has been extended westward to include the York Street frontage and the existing development on Woodbine Crescent.

The southern boundary, apart from the "peninsula" referred to above, is formed by an irregular line following Florence, Ray, Peter, Queen, Napier, Caroline and Market Streets. This limit provides for the inclusion of a minimum of one block depth south from York Street. The eastern boundary includes the properties which front onto the east side of Bay Street and extends northward to the C.N.R. The scheme boundary is accordingly coincidental with the Civic Square area in the vicinity of Bay and Merrick Streets.

(b) Selection of Boundaries

The boundaries described above were selected primarily on the basis of the urban renewal study prepared in 1958 by the Planning Department of the City of Hamilton. Nine areas were defined in this study and each was assigned a priority of renewal need. Areas 2 and 3 are common to the scheme area now defined with the exception of the blocks south of York Street. Although the selection of the York Street Area was thus oriented to the previous definition of blighted areas, the specific boundary has



CITY OF HAMILTON

YORK STREET URBAN RENEWAL SCHEME

MAP 1: LOCATION OF SCHEME AREA

CENTRAL HAMILTON URBAN RENEWAL STUDY AREA

MURRAY V. JONES & ASSOCIATES LTD. SCALE 1" = 1000' MAY, 1966

been delineated having due regard to prevailing physical and functional characteristics.

The long established function of York Street as an arterial access to downtown Hamilton from the north and west was accompanied by the strip commercial development of its frontage. The measures required to deal with the blighted and obsolescent buildings now flanking the road, the widening of right-of-way to accommodate increased traffic volumes and the need to create a more impressive entrance to the Civic Square and downtown all contribute to the early priority of York Street for urban renewal action. The inclusion of an area one or two blocks deep south of the street provides for the adequate treatment of York Street and land peripheral to it.

The selection of Bay Street as an eastern boundary can also be justified on grounds other than the blighted buildings so contained. Between Bay and Queen Streets north of York Street the lands have in part been redeveloped for industrial purposes and the resulting environment has contributed to the decline of the remaining housing. The primary need is for the consolidation of land use in relation to the proposed East-West Freeway.

The northern limit is logical in terms of both land use and topography. A decisive boundary in itself, the marshalling yard of the C.N.R. is further accentuated by a slope of some 40 to 50 feet in height north of Barton Street to the old shoreline of the harbour. The railway east of Bay Street also serves as the southern limit of the North End renewal project which is now underway.

Dundurn Park represents the western terminus of urban development north of York Street and is a logical boundary for that reason.

The balance of the western limit and the extension of the scheme to include Woodbine Crescent is directly related to the proposed route of the East-West Freeway. Under the present plans (which are illustrated on Map 16) the Freeway will run midway through the urban renewal scheme area and require the relocation of York Street between Locke Street and Woodbine Crescent. It was originally intended that consideration be given to undertaking interim urban renewal measures for those properties fronting on York Street that would, at some future date, be required for the Freeway. By the end of February, 1966, however, it became apparent through the 1966-1970 capital budget that the Freeway construction through the Area would likely take place prior to improvement of the balance of York Street. The inclusion of the lands west of Locke Street has accordingly become somewhat redundant.

The western end of this extension is composed of the properties on Woodbine Crescent which would remain after the land requirements for the expressway are met. The resulting pocket of some 25 houses would be severed from the residential area to the south by the East-West Freeway and would be adjoined on the remaining sides by park and cemetery. Consideration of their present condition and the possible re-use of land is indicated as a valid part of the York Street Scheme.

(c) History of Growth and Development

Map 2 of the Central Hamilton Urban Renewal Study shows that the original development of the York Street area occurred between 1848 and 1900. The city's growth, related to the early access routes of King, John and York Streets, resulted in a population of 6,800 persons by the date of its incorporation in 1846. At that time, the limits of settlement were generally Barton and Bay Streets to the north and west and Wellington and Charlton Streets to the east and south.

After 1846, development to the north-west followed the line of York Street, the main overland route to Toronto and eastern Ontario.

The renewal area is thus one of the oldest residential sections of the city with some of its existing buildings dating to the pre-Confederation era. One such building represents the only structure of historical or architectural significance in the area. The Rae Brothers Warehouse at 154 York Street was built in the 1850's and is considered by the Hamilton branch of the Architectural Conservancy Society of Ontario to be a good example of a commercial building in the late Georgian style of architecture.

(d) Existing Development Controls

Zoning Bylaw No. 6593 of the City of Hamilton restricts the use of land in the York Street area in terms of six zoning categories in the manner illustrated on Map 2. The various categories are set out below together with a brief description of uses permitted, applicable development standards and the general area to which each applies.

Commercial District (H). This commercial zone applies to the entire York Street frontage with the exception of the blocks between Caroline and Bay Streets and to a portion of the Bay Street frontage as well. Permitted uses include a wide variety of retail and service commercial uses (with one or two associated dwelling units), private clubs or lodges, hospitals, hotels and lodging houses, printing establishments and dyeing plants. Single-family dwellings are permitted where adjoined on both sides by residential uses.

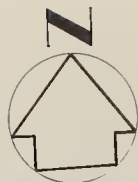
The standards for this zone include a maximum height of four storeys and 55 feet except where 10-foot side yards are provided. Front yards are needed only if adjoining lots and uses in the same block require them. Minimum side yards for (semi) residential uses are 4 feet; commercial uses require no side yard except where adjoining uses require their imposition. Minimum rear yards are 15 feet (25 feet if used for residential purposes in whole or in part) while the maximum permitted floor area ratio is four times the lot area.

Residential District (D). The lands south of the commercial frontage on York Street and the area north of York to Barton Street (west of Oxford Street) are zoned as "urban protected residential - one and two family dwellings etc." Uses permitted in this zone include one- and two-family dwellings, row housing, boarding houses, nursing homes and homes for the aged.

Maximum height permitted is three storeys and 45 feet. Minimum yards include a front yard of 20 feet, a side yard of at least 4 feet and a rear yard of 25 feet.

Residential District (E). A limited area north of Tecumseh Street is designated in this category which includes multiple-family dwellings, lodging houses, nursing homes, hospitals, homes for the aged, private clubs and lodges and medical clinics.

The development standards which apply include a maximum height of 55 feet and minimum front, side and rear yards of 20, 4 and 25 feet respectively for all low-density residential uses. For residential uses of higher density there is no height restriction and the minimum yards are determined by a geometric calculation involving height, length and width of the building. The maximum floor area ratio is 1.7 times the lot area.



100 0 100 500
FEET

A

DUNDURN PARK

E

K

D

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

D

H

J

K

H

J

E

D

H

J

HH

J

E3

CITY OF HAMILTON
YORK STREET URBAN RENEWAL SCHEME

MAP 2-EXISTING ZONING

- A-RESIDENTIAL - SINGLE FAMILY - 20,000 SQ FT
D-1 & 2-RESIDENTIAL - FAMILY
E-MULTIPLE DWELLINGS
E-3-HIGH DENSITY MULTIPLE DWELLINGS
H-COMMERCIAL DISTRICT
HH-RESTRICTED COMMERCIAL DISTRICT
J-LIGHT INDUSTRIAL DISTRICT
K-HEAVY INDUSTRIAL DISTRICT

MAY 1966
MURRAY V JONES & ASSOCIATES, LTD. URBAN & REGIONAL CONSULTANTS

Light Industrial District (J). This category applies to the blocks bounded by Caroline, Barton, and Oxford Streets north of the commercial zone on York Street and to portions of the blocks east of Caroline Street and south and west of York and Hess Streets. The uses permitted in the zone cover an almost unlimited range of commercial and industrial uses including warehousing and open storage.

Development standards include a maximum height of ten storeys and 120 feet, side and rear yards of 15 feet where adjacent to a residential zone and a maximum lot coverage of 85%. The maximum permitted floor area ratio is 11 times the lot area with a bonus clause for larger sites.

Heavy Industrial District (K). The area under this category includes all the lands in the scheme area north and east of Barton, Caroline and Cannon Streets to the west limit of Bay Street. Permitted uses include all those under the "J" zone and some additional manufacturing operations of a primary nature. Development standards are the same as the light industrial category.

Central Business District (I). This zone relates to an area fronting on the north side of York Street between Caroline and Bay Streets and south of York Street to the limits of the scheme area. Uses permitted under this category include a wide range of retail and service commercial establishments and a number of industrial operations as well. Also included are virtually all institutional, public and residential uses.

Standards for these uses include a maximum height of ten storeys and 120 feet or greater if within a 75° light angle. Rear yards are required at a minimum of 15 feet plus side yards for residential buildings only. The maximum permitted floor area ratio

is 11 times the lot area with a bonus permitted for the development of larger lots.

The Official Plan of the City of Hamilton Planning Area consists of a land-use plan without accompanying text. The three land-use categories affecting the York Street area are residential (for the area generally north of York Street and west of Oxford Street) commercial (for the York Street frontage) and industrial. The lands included under each category are illustrated on Map 3.

The Health Bylaw (No. 4798) for the City of Hamilton permits house inspections and closures may be involved through court order where inadequate occupancy, ventilation, heating and other factors injurious to health are found to exist. Three such buildings which have been deemed to be unfit for human habitation are located within the scheme area at 15 Harriett Street and 406 and 408 York Street.

(e) Existing Land Use

The existing land use in the York Street Area is illustrated on Map 4, which also delineates the proposed right-of-way for the East-West Freeway. The land use within the Freeway limits has been defined on the map but this and other matters relating to this facility will be discussed in a later section.

The over-all pattern of land use is fairly well defined, although there is some intermixture of uses as an inevitable result of inner city development with inadequate land-use controls. The predominant use is residential and includes virtually all the land west of Queen Street plus many scattered pockets to the east, mainly in the blocks between Caroline and Hess Streets and along the northern half of the Bay Street frontage.



100 0 100 500
FEET



CITY OF HAMILTON
YORK STREET URBAN RENEWAL SCHEME

MAP 3-EXISTING OFFICIAL PLAN



RESIDENTIAL



COMMERCIAL



INDUSTRIAL

MAY 1966
MURRAY V JONES & ASSOCIATES, LTD. URBAN & REGIONAL CONSULTANTS

There are some relatively large industrial operations with notable concentrations between Caroline and Bay Streets and, of course, between the proposed Freeway and the C.N.R. yards east of Queen Street. Commercial uses within the area are restricted largely to York Street with most of the frontage east of Queen Street and some of the frontage to the west developed in that use. The nature of all these uses is more precisely described below.

Residential

A notable characteristic of the housing in the York Street Area is the wide variation in structure type. These range from one to three storeys in height, from single and semi-detached to row houses and apartments over stores in type, and from very good to very poor in maintenance and condition. The predominant type of house is two or 2½-storey detached, of brick construction on a narrow lot and with minimal side yards. Most of these are of average or better than average size, are 50 to 80 years old but still structurally sound. Scattered throughout the area are many small single-storey houses (usually detached) often on narrow lots and usually of wood-frame construction. A number of these are nearly 100 years old and some in poor structural condition due to age and inadequate original construction.

The entire area west of Queen Street is basically residential, the only exceptions being a couple of factories, some scattered commercial uses along York Street and an industrial use adjacent to the C.N.R. railroad yards on the low ground to the north. The existence of York Street with its heavy traffic volumes and some neglected and dilapidated structures constitutes a blighting influence on the general area and gives a poor external impression. Minor deficiencies of this residential area are the heavy traffic on Locke and Barton Streets and the lack of driveways for off-street

parking at the majority of houses. This area will of course be split into two quite separate parts by the construction of the East-West Freeway. Despite its deficiencies, the area provides respectable, modest homes for a large number of people. Many of the residents are elderly homeowners whose low incomes do not permit them to move to new housing, while many other residents are recent immigrants who are willing to spend their spare time and skill on the rehabilitation of low-cost older houses.

The residential uses to the east of Queen Street are in relatively small and scattered pockets interspersed with industrial and commercial uses. The houses in these areas are generally in poorer condition than those to the west and are somewhat smaller and older. These residential areas are adversely affected by their proximity to commercial and industrial uses which result in heavy truck traffic, smoke, odour, noise and, in some cases, extremely unsightly conditions. Some of the houses are in very poor condition due to a lack of maintenance and inadequate original construction (or both), but often the houses themselves are basically sound, even where the residential environment is woefully inadequate.

Industrial

The size and nature of the many industrial uses in the York Street Area is extremely varied. The uses include some heavy industries (including a steel rolling mill), several manufacturing and light industrial plants dealing in such diverse products as asphalt roofing, sheet metal stampings, household appliance parts, castings, finished metal parts, cigarettes and coffins, plus several large warehouses and many junk-yards.

The heavy industrial plants are generally located near the C.N.R. rail lines on the northern periphery of the area. These



100 0 100 500
FEET

CANADIAN NATIONAL RAILWAY YARDS

DUNDURN PARK

VICTORIA PARK

YORK STREET CITY OF HAMILTON URBAN RENEWAL SCHEME

MAP 4-EXISTING LAND USE

	RESIDENTIAL - SINGLE FAMILY		COMMERCIAL - SERVICE		INSTITUTIONAL
	RESIDENTIAL - MULTIPLE		COMMERCIAL - AUTOMOTIVE		PRIMARY INDUSTRIAL
	COMMERCIAL - RETAIL		WHOLESALE		SECONDARY INDUSTRIAL
	COMMERCIAL - OFFICE		WAREHOUSING		SCRAP YARD
	VACANT				

MAY 1966
MURRAY V JONES & ASSOCIATES, LTD. URBAN & REGIONAL CONSULTANTS

1601
Glenview
2-33

plants consist of very large buildings which totally enclose the industrial processes and although plain in design are not too unsightly. The light industrial and manufacturing operations are scattered throughout the area east of Queen Street, often close to houses, and are in buildings which vary from good to very poor in quality. Heavy truck traffic, noise, odours and smoke are associated with some of the plants as well as outdoor storage and generally unsightly conditions. Other plants are in large attractive buildings and seem quite compatible with adjacent residences. The few large warehouses in the area generate some truck traffic but are otherwise reasonably compatible to their surroundings.

The most unsightly land use in the area are the scrap-yards, many of which are scattered throughout the area east of Queen Street. These generally include one or more extremely dilapidated buildings and a large yard full of rusted cars, car parts and other scrap metal. Although some of these yards are screened by fences, they are frequently as unsightly as the areas which they enclose.

Commercial

Most of the commercial uses along York Street are located in two-storey buildings of advanced age and poor structural condition. A number of them have dwelling units overhead; few have had renovations to ground or second floor in recent years. Many of the retail service shops involved are owner-occupied with the remainder paying low rent. The notable exceptions to the foregoing include a large grocery store, bank and several businesses engaged in automobile sales, service, or repair.

A few commercial uses are scattered throughout the area east of Queen Street, including two large wholesale stores, but these do not constitute a significant use of land.

(f) East-West Freeway

In 1961 the consulting firm of C.C. Parker & Parsons, Brinckerhoff Ltd. was retained by the City of Hamilton to undertake a comprehensive transportation study for the Hamilton area. The Hamilton Area Transportation Plan, as it was called, was presented to the City in May, 1963.

One of the principal recommendations of the plan was the construction of a freeway system to provide for a by-pass function (linking Highway 403 to the Queen Elizabeth Way), to resolve the growing problem of mountain access and to improve access to the downtown commercial and industrial areas. One of the basic components of this system is the East-West Freeway which would connect Highway 403 to the Red Hill Creek Freeway. It is described as follows in the summary of the Hamilton Area Transportation Plan:

"This freeway, extending 7.2 miles from the Highway 403 Freeway - now under construction - to connect with the Red Hill Creek Freeway, will be one of the most beneficial routes in the proposed system. It will provide excellent service to two major traffic generators in the city - the central business district and the bayfront industrial area. It is an integral part of the plan to provide direct freeway access to and from the study area and in particular to and from the major Mountain access routes. It will also provide a much needed western exit for traffic from the lower city and industrial area by connecting with Highway 403. The \$53.8 million cost is more than offset by its vital importance to the growth of the city."

The right-of-way for this facility bisects the York Street Area. The preliminary design of the East-West Freeway is illustrated on Map 16 and, subject to certain modifications on the recommendation of the Hamilton Traffic Department, has been accepted in location and functional design as one of the terms of reference for the scheme. Through the scheme area the Freeway consists of a divided six-lane highway with ramps at Queen, Hess and Bay Streets. Although the Freeway design and its relation to the arterial road system will be described in some detail in Part II of this report, it may

also be noted that its location is such as to require the re-
location of York Street between Woodbine Crescent and Locke
Street.

The uses within the scheme area which would be displaced by
the ultimate construction of the East-West Freeway are illustrated
on Map 4 and summarized in Table 1. Due to the assumption that
they will be cleared at some future date, no further consideration
has been given to the buildings within the right-of-way with the
exception of the York Street frontage. The latter were included
in order that interim urban renewal action could be considered in
conjunction with the recommended improvements to the balance of
the street between Locke and Bay Streets.

Table 1 - Land Use Within the
 East-West Freeway R.O.W.*

<u>Use</u>	<u>No. of Buildings</u>	<u>No. of Dwg.Units</u>	<u>No. of Households</u>
Single-family	151	151	189
Semi-detached	34	68	89
Row Housing	3	11	11
Commercial	<u>7</u>	<u>9</u>	<u>13</u>
Total	<u>195</u>	<u>239</u>	<u>302</u>

*excluding the York Street frontage.

There is a heavy preponderance of residential use within the
right-of-way with a limited number of commercial uses along York
Street west of Locke Street and some scattered industrial buildings
near Bay Street. About 77% of all buildings affected are single-
family and the ultimate relocation problem will involve about
900 persons within the scheme area alone. The effect on future
land-use organization is especially profound and has, of course,
been a dominant element shaping the land use proposals in the scheme.

(g) Municipally-Owned Property

The City of Hamilton owns very little property within the York Street Area. Of the total of 1.28 acres, only the Wilcox Playground (0.7 acres) and the Napier Street Fire Hall (0.2 acres) serve a municipal function; the remaining acreage is vacant. The following is a list of individual properties and their location:

- No. 5 Fire Hall - 11 Napier Street
- Wilcox Playground - 127 Cannon Street West
- 184 York Street - vacant
- 476 York Street - vacant though leased for sign purposes
- 99 Stuart Street - vacant
- 19 to 27 Harriet Street - vacant
- S.E. corner Woodbine Crescent and Dundurn Street.

There are in addition two municipal properties located immediately adjacent to the scheme area: Victoria Park (14.04 acres on Strathcona Avenue) and Dundurn Park (32.5 acres on York Street).

(h) Traffic, Parking and Pedestrian Activity

(i) Traffic Volumes

Traffic volumes on all streets in the renewal area are influenced by York Street, the major arterial road in the Area and a primary means of access to downtown Hamilton. Table 2 shows the maximum vehicular volumes on York Street (24,900 per day) as being more than twice the volumes on other main thoroughfares in the area. The function of York Street in carrying traffic to and from the north-south routes of Locke, Bay, Queen and Caroline Streets is reflected in these volumes. The secondary east-west arterials of Cannon and Barton Streets extend the primary access function of York Street to the industrial and commercial areas east of James Street.

Table 2 - Vehicular Volumes (24-Hour)
 1964 and 1965

<u>Street</u>	<u>Type</u>	<u>Volumes</u>
York	Arterial	14,900 - 24,900
Barton	Arterial	9,400 - 11,400
Cannon	Arterial-Local	7,800 - 9,200
Locke	Collector-Arterial-Local	6,700 - 9,100
Bay	Collector	6,300 - 8,300
Queen	Arterial	5,700 - 9,100
Caroline	Collector-Arterial-Local	4,000 - 6,700

The volumes and turning movements at major Area intersections are illustrated on Map 5 and represent the results of traffic flow surveys taken during 1964 and 1965 by the City of Hamilton Traffic Department. Due to the extended survey period the totals are subject to considerable variation.

The map illustrates the effect of the one-way street system (Queen and Caroline Streets one-way southbound and Locke, Hess and Bay Streets one-way northbound) in relation to York Street volumes and turning movements. The majority of turns off York Street are at Bay and Locke Streets northbound (2,800 and 2,200 vehicles per day respectively) and Queen and Caroline Streets southbound (2,300 and 1,200 respectively). Maximum turns onto York Street are from Caroline and Locke Streets from the north (3,900 and 2,500 per day) and Bay and Locke Streets from the south (4,000 and 2,100 per day).

Truck movements on some of the arterial roads are relatively heavy. The Hamilton Area Transportation Plan (Figure 12) indicated the heaviest volume to be on York Street with a 24-hour average week day (1961) in the range of 1,000 to 2,500 per day. Lesser volumes (300 to 1,000 daily) occurred on Queen, Barton and Bay Streets. A substantial amount of the truck traffic through the area in 1961 stemmed from the bayfront industrial area through a

dispersal from Burlington and Bay Streets to the north-west on York Street. A similar filtering function was performed by Barton and Queen Streets.

A 1965 survey by the Hamilton Traffic Department has shown a substantial increase in truck volumes on York Street. Over a period of one year following restrictions to trucks on Beach Boulevard, truck movement on York Street increased to about 14% of total traffic volumes, or 4 to 5% higher than average. This is primarily caused by the avoidance by trucks of the Burlington skyway due to tolls, wind, grade, ice, etc.; the previous "by-pass" route was Beach Boulevard.

(ii) Traffic Accidents

Within the York Street Area the roadways having the highest incidence of traffic accidents are, understandably, those which have the greatest number of intersections with other arterial or collector roads. Of the 1964 total of 359 accidents in the area, 198 occurred on York Street (55%), 88 on Bay Street (25%) and 44 on Barton Street (12%). The vast majority of accidents occurred at intersections and accordingly are partially assignable to the other streets involved. The worst intersections in this regard are York-Dundurn-Woodbine (75), York-Locke (32), York-Queen (25), York-Bay (27), and Bay-Barton (27).

The number of accidents within the scheme area as a proportion of the city total has not appreciably changed over the interval from 1961 to 1964. The total 1961 totals for the area represented 3.6% of all Hamilton accidents, a figure which remained unchanged in 1964 when the 359 accidents accounted for the same percentage of the higher city total of nearly 10,000.

(iii) Parking

According to the results of a 1965 parking survey, there are a total of 896 off-street parking spaces in the York Street Area (see Map 11, Central Hamilton Urban Renewal Study). Only 3% or 30



of these spaces are for general public use. These are located on Bay Street north of York Street and are rented on a weekly or monthly contract basis. The remaining 866 spaces are in private lots for customer and/or employee parking. The majority of the private spaces are concentrated in industrial parking lots north of Barton Street (37%) and in lots adjacent to the York Street commercial frontage (38%). The remaining spaces (25%) are in small lots scattered throughout the area.

In addition to off-street parking facilities, on-street metered parking is permitted (outside of rush hours) on York Street between Bay and Queen Streets on the south side and Caroline and Queen Streets on the north side.

The degree of use of the Area's total parking facilities (both on and off-street), is unknown although 1961 figures on space usage are available, as shown in the following Table 3, for that portion of the area adjoining Civic Square and bounded by Cannon, Bay, Napier and Queen Streets. This area would include all of the one-hour metered parking spaces on York Street.

Table 3 - On and Off-Street Parking Capacities
and the Percentage Used.
(Cannon, Bay, Napier and Queen Street Area) 1961

Type of Parking Space	Total Spaces Available	Peak Periods				Vehicles Parked	
		10:20 Spaces Used	a.m. % Used	2:20 Spaces Used	p.m. % Used	Day Total	%
15 min. parking meters	-	-	-	-	-	-	-
30-min. parking meters	-	-	-	-	-	-	-
1-hr. parking meters	47	27	57	21	45	373	43.4
2-hr. parking meters	-	-	-	-	-	-	-
15-minute marking	-	-	-	-	-	-	-
1-hr. parking	14	11	79	8	57	71	8.3
Free curb parking	50	37	74	34	68	87	10.1
Illegal parking ¹	-	15	-	15	-	217	25.2
Total on-street parking	111	90	81	78	62	748	87.0
Total off-street parking	143	62	43	62	43	112	13.0
Total all parking	254	152	60	140	52	860	100.0

¹Excludes cars parked overtime. Source: City of Hamilton Traffic Dept.

Table 3 shows a total of 254 parking spaces in the defined area with over half (56%) in off-street facilities. Despite this fact, the use of on-street facilities was proportionally higher at both peak accumulation periods due to the greater use of free parking space. Further, on the day's total, the 748 cars using on-street facilities were nearly seven times greater in number than those using lot facilities. The high proportion of daily use given 1-hour meters (43%) and illegal parking spaces (25%) should also be noted. These figures reflect the preferential use of short-term as opposed to long-term facilities and are probably indicative of function of use (short business and shopping trips) and convenience of location of metered space.

As shown on Map 12 of the Central Hamilton Urban Renewal Study, parking is prohibited on portions of most Area streets. Parking and "no stopping" restrictions in force on other streets are listed below:

1-hour parking only

- west side of Bay Street between Cannon and Barton Streets
- east side of Strathcona Avenue between York and Tom Streets

No stopping (4:30 to 6:00 p.m.)

- west side of Bay Street between Cannon Street and C.N.R.
- north side of Cannon Street between Caroline and Bay Streets
- west side of Locke Street between Barton and York Streets
- west side of Queen Street between Stuart and Napier Streets
- both sides of York Street between Strathcona Avenue and Bay Street

No stopping (7:00 to 9:00 a.m.)

- south side of Barton Street between Greig and Hess Streets
- south side of York Street between Strathcona Avenue and Bay Street

No stopping any time

- east side of Bay Street between Cannon and Barton Streets
- east side of Bay Street south of York Street
- both sides of Caroline Street between Napier and Cannon Streets
- north side of Napier Street between Caroline and Bay Streets
- both sides of York Street for 300 feet west of Bay Street
- north side of York Street for 300 feet east of Bay Street

The 1961 Census of Canada reported that 52% of the households in the area north and west of York and James Streets owned cars. Because of the narrow lots and the resultant dearth of private driveways and garages there is widespread on-street parking, both overnight and, to a lesser degree, during the day by residents using other means of transportation.

The scarcity of private parking lots, the lack of private driveways in residential areas and the parking restrictions on various roadways have imposed a considerable burden on the remaining on-street spaces, notably in residential areas. This fact, when coupled with the relatively high traffic volumes on most Area roads, is indicative of the need for a substantial increase in off-street parking facilities.

(iv) Passenger and Pedestrian Volumes

The only information relating to pedestrian activity in the York Street Area is that available from a cordon count of persons entering the Central Business District taken by the Hamilton Traffic Department in 1961. The cordon limits were Cannon, Queen, Hunter and Wellington Streets and information was gathered on the number and means of transport by which persons entered the Central Business District over a 17-hour period. The streets for which traffic and pedestrian counts were recorded in the scheme area were Bay, Railway, Caroline, Hess and Queen Streets at Cannon Street and York, Peter and Napier Streets at Queen Street.

Of the 52,020 persons crossing the cordon from the York Street Area, over a 17-hour interval, 33,805 (65%) were in cars, 5,552 (11%) were in buses, 8,009 (15%) were pedestrians and the remainder were in trucks or were cycling. The following Table 4 contains a breakdown of these totals by individual streets.

Table 4 - Cordon Count of 17-Hour Vehicular Passenger and Pedestrian Volumes - 1961

Cordon Count Taken on	Total Persons	In Cars		In Buses		Walking		Other ¹	
		No.	%	No.	%	No.	%	No.	%
Cannon Street	20,779	13,115	63	45	-	4,991	24	2,628	13
at: Bay St.	7,223	5,371	74	-	-	1,070	15	782	11
Railway St.	993	530	53	-	-	355	36	108	11
Caroline St.	2,269	1,352	60	-	-	726	32	191	8
Hess St.	3,881	1,782	46	-	-	1,389	36	710	18
Queen St.	6,413	4,080	64	45	1	1,451	22	837	13
Queen Street	31,241	20,690	66	5,507	18	3,018	10	2,026	6
at: York St.	29,381	19,602	67	5,507	19	2,397	8	1,875	6
Peter St.	875	473	54	-	-	329	38	73	8
Napier St.	985	615	62	-	-	292	30	78	8
Total Persons	52,020	33,805	65	5,552	11	8,009	15	4,654	9

¹Trucks and Cyclists

Source: City of Hamilton Traffic Department

The total of 8,000 pedestrians entering the C.B.D. through the York Street Area were largely confined to York, Queen, Hess and Bay Streets. The four roadways accounted for 79% of the total volume, with York Street alone being 27%. Although total pedestrian volumes are not available for York Street intersections west of Queen Street, it is altogether likely that the maximum volumes are encountered east of that point. On this assumption, the most active pedestrian area is the intersection of York and Queen Streets, closely followed by York and Hess Streets.

The significance of York Street as an entrance to downtown is evidenced by the fact that over 29,000 people (or 57%) entered the C.B.D. on York Street out of the total of 52,000 for the scheme area. As set out in Table 5, the scheme area as a whole accounted for 12% of the 442,400 persons entering the C.B.D. in the 17-hour period by all means of transportation

Table 5 - Proportion from the York Street Area of all
17-Hour Vehicular, Passenger and Pedestrian
Volumes Entering the C.B.D. - 1961

Cordon Count Taken from	Total Persons	In Cars		In Buses		Walking		Other ¹	
		No.	%	No.	%	No.	%	No.	%
Total Area	442,414	286,293	100	82,615	100	53,322	100	20,184	100
%	100	65	-	19	-	12	-	4	-
York St. Area	52,020 ²	33,805	12	5,552	7	8,009	15	4,654	23
%	100	65	-	11	-	15	-	9	-

¹Trucks and cyclists Source: City of Hamilton Traffic Department

²12% of area total of 442,414

The York Street Area pedestrian total, which was 15% of the total cordon count within the area, also represents 15% of the total number of pedestrians entering the C.B.D. This compares with 12% by all means of transportation. Further notable variations are the higher proportionate volumes in the 'other' category (indicative of truck activity on York Street) with 23% of the C.B.D. total and the lower proportion of bus passengers at 7%. The latter discrepancy is explained by the relatively limited area served by the one bus route (York Street) which serves the scheme area.

2. EXISTING PUBLIC SERVICES

(a) Utilities

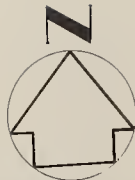
Storm and Sanitary Sewers. The majority of the sewer system in the York Street Area consists of combined storm and sanitary sewers of advanced age, poor condition and limited capacity. As illustrated on Map 6, most of the streets in the Area are served by 12-inch combined sewers which flow into a 3'0" x 4'6" storm and sanitary trunk sewer on Queen Street. The combined system is relieved on Inchbury, Barton and Caroline by storm sewers designed to accommodate excessive storm water flow. Stuart Street is the terminus of the system for York Street (and a larger area to the south and west) and here the storm water is separated by overflow

from the sanitary system and discharged into the harbour by means of three pipes of 48 inches, 36 inches and 54 inches diameter. The sole sanitary sewer in the Area runs from the end of Queen Street via force main only Stuart Street and north on Strachan and Catherine Streets into the sewage treatment plant.

The inadequacies of the basic trunk system to meet demands of sanitary flow is being corrected through the construction of a sanitary relief sewer from the S.T.P. through the North End Area. The location and size of this tunnel through the York Street Area is along Barton Street to Caroline Street at 66 inches diameter and thence at 60 inches diameter on Barton Street to Locke Street and south on Locke to Florence Street. From that point it crosses Victoria Park and proceeds westerly to connect to the valley pumping station. The sewer is at present installed as far as Hess Street and final completion is anticipated by the end of 1966. Apart from the latter the only relatively new sewer in the Area is the 18-inch to 36-inch storm and sanitary sewer on York Street between Queen and Bay Streets.

Water Mains. The York Street Area is completely served by a system of water mains in basically sound condition and of adequate capacity. As may be noted on Map 7, the local distribution is almost wholly by 6-inch diameter pipes with sub-trunks of 12-inch size on Strathcona, York, Queen, Caroline and Barton Streets.

Natural Gas. The primary distribution system of the United Gas Company for the downtown and York Street Areas consists of a 16-inch gas main which is located on Hess, Cannon and Bay Streets (see Map 8). Other mains of significant size are located on Queen and York Streets (8 inches) and a portion of Locke Street (6 inches). The remainder of the Area is completely served by local mains ranging in size from 1½ inches to 4 inches in diameter.



100 0 100 500
FEET

CANADIAN NATIONAL RAILWAY Y R O S

CITY OF HAMILTON
YORK STREET URBAN RENEWAL SCHEME

MAP 6 - EXISTING SEWERS

- STORM & SANITARY SEWER
- STORM SEWER
- SANITARY SEWER

(NOTE - ALL SIZES 12" UNLESS OTHERWISE NOTED)

MURRAY V. JONES & ASSOCIATES, LTD. MAY 1966 URBAN & REGIONAL CONSULTANTS





100 0 100 500
FEET

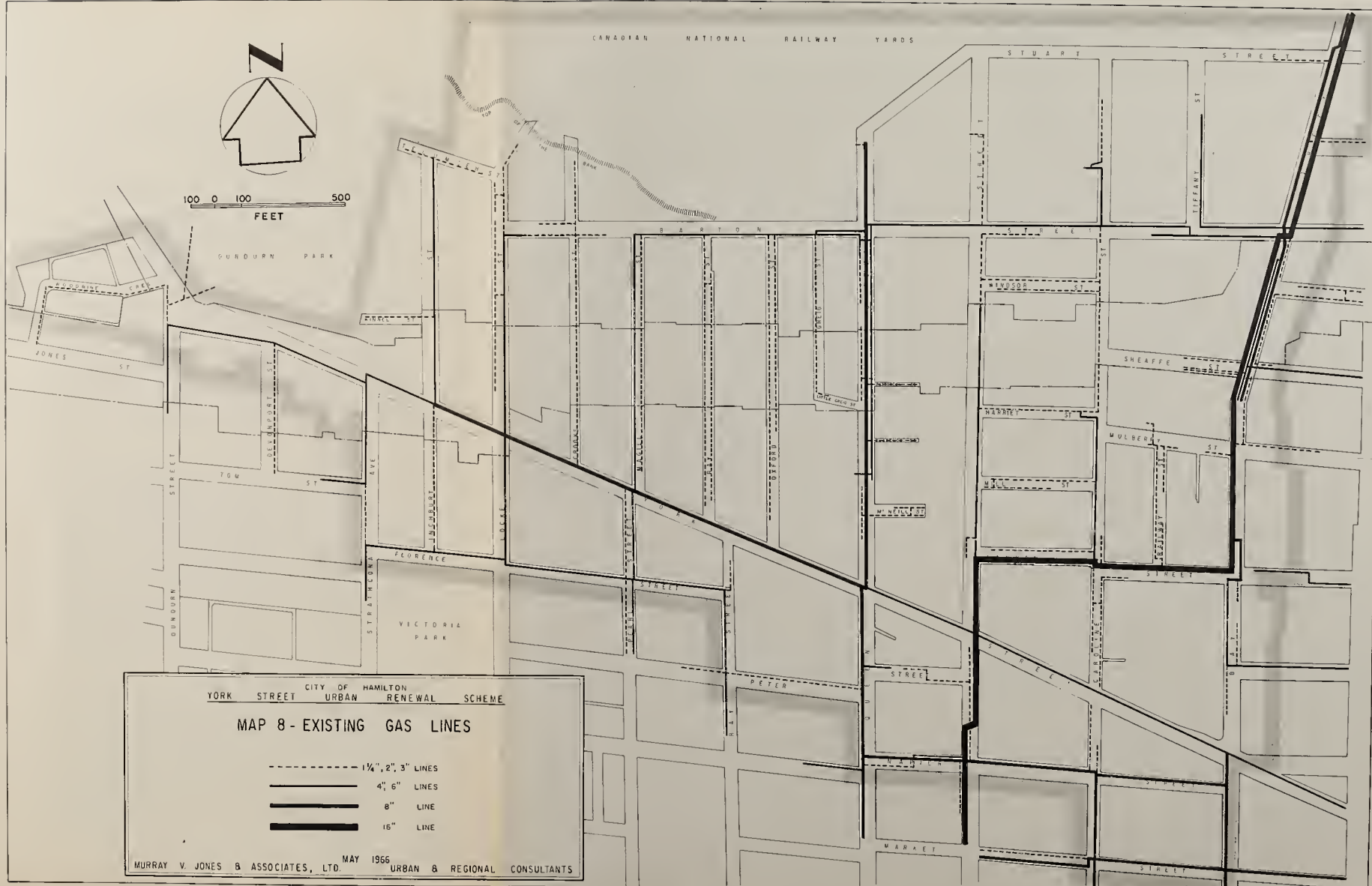
DUNDURN PARK

CITY OF HAMILTON
YORK STREET URBAN RENEWAL SCHEME

MAP 7 - EXISTING WATERMAINS

----	4"	MAIN
=====	6"	MAIN
=====	12"	MAIN
=====	18"	MAIN

MAY 1966
MURRAY V JONES & ASSOCIATES, LTD URBAN & REGIONAL CONSULTANTS



Hydro. The Hamilton Hydro-Electric System provides complete service for the renewal area through the Caroline Street sub-station (at Market Street) and the Dundurn Street sub-station (at Head Street). The primary distribution is by overhead cable on Bay, Queen and Barton Streets, as illustrated on Map 9. The basic system is designed to meet the heavy demands of industry north of York Street and east of Queen Street. Local overhead distribution to residential areas has not been illustrated. The only underground hydro cable within the Area is on York Street.

Telephone. Map 10 illustrates the facilities of the Bell Telephone Company of Canada within the York Street Area. The primary system consists of an underground conduit on York Street (the main Toronto-Hamilton connection) and three aerial cables on Bay, Caroline and Locke Streets. The remainder of the system is local in function and provides complete service to the renewal area.

(b) Roads and Sidewalks

The function of various roadways in relation to both the York Street Area and downtown is illustrated on Map 9 of the Central Hamilton Urban Renewal Study. Arterial roads include all of York, Queen, Stuart and Barton Streets within the renewal area and portions of Locke, Caroline and Cannon Streets. Collector roads include Bay Street and portions of Locke and Caroline Streets. The remainder of the road system is classified as local in function.

All of the streets in the York Street Area have been listed in Table 6 and illustrated on Map 11. The table includes a list of the streets with their location, type and width of right-of-way and pavement as well as an inventory of estimated remaining years of life of both pavement and sidewalk. Map 11 graphically illustrates the type and present condition of pavement and sidewalks in the area.

Table 6 -

Roadway and Sidewalk Inventory

R o a d w a y								S i d e w a l k			
Name	Location		Type	ROW (ft.)	Pavement			North-East		South-West	
	From	To			Width	Type	Remain. Life Years	Width (ft.)	Life Yrs.	Width (ft.)	Life Yrs.
Barton	Locke	Queen	Art.	66	36	C	10	Curb	10	5	0
	Queen	Hess	"	66	36	C	15	"	15	5	0
	Hess	Bay	"	66	36-40	C	15	5	15	5	15
Bay	York	CNR	Col.	66*	45	C	20	5	20	5	15
Cannon	Hess	Caroline	Loc.	66	29	T	-	5	0	5	0
	Caroline	Bay	Art.	66	40	C	20	5	25	5	25
Caroline	Market	York	Col.	50	20	M	5	5	5	5	5
	York	Cannon	Art.	50	24	C	20	5	20	5	20
	Cannon	Mulberry	Loc.	50	24	T	-	5	10	5	25
	Mulberry	Barton	"	50	24	T	-)	Railway		(5	25
	Barton	Stuart	"	50	24	T	-)	Spur		(5	0
Clarence	Queen	End	"	15*	15	T	-	2	0	-	-
Crooks	York	Barton	"	38	20	T	-	-	-	5	0
Florence	Strathcona	Inchbury	"	66	28	T	-	5	0	Curb	0
	Inchbury	Locke	"	66	28	T	-	5	10	"	10
	Locke	Ray	"	66	22	T	-	5	10	5	10
Grieg	Barton	End	"	40	26	T	-	5	0	5	0
Harriett	Caroline	Hess	"	50	24	T	-	5	0	5	0
Hess	Napier	York	"	66	30	M	5	5½	5	5½	5
	York	Barton	"	66	30	C	5	5½	5	5½	5
	Barton	Stuart	"	66	28	C	5	5	5	Curb	5
Inchbury	Florence	York	"	66	24	M	5	5	5	5	5
	York	Tecumseh	"	50	24	M	5	5	5	5	5
Kinnell	Inchbury	End	"	40	22	T	-	4½	5	4½	5
Little Grieg	Queen	End	"	46	20-28	C	25	5	25	5	25
Locke	Florence	York	Col.	66*	28	C	25	5	25	5	25
	York	Barton	Art.	66	40	M	25	5	25	5	25
	Barton	Tecumseh	Loc.	66*	28	M	20	5	5	5	5
	Tecumseh	End	"	66*	28	T	-	-	-	-	-
Magill	York	Barton	"	50	22	T	-	4½	5	4½	5
McNeill	Queen	End	"	50	24	C	5	4½	5	5	0
Mill	Hess	Caroline	"	50	24	T	-	4½	25	4½	5
Mulberry	Bay	Caroline	"	66	24	T	-	5	5	-	-
Napier	Queen	Caroline	"	66	24	M	5	5	0	5	0
	Caroline	Bay	"	50	22	M	5	5	0	5	0
Oxford	York	Barton	"	47	24	T	-	5	5	5	5
Patterson	Queen	End	"	15*	15	T	-	2	0	2	0
Pearl	Florence	York	"	50*	22	M	5	4½	5	4½	5
Peter	Hess	Ray	"	66	24-21	T	-	5	0	5	0
Queen	Napier	Barton	Art.	66	30	C	20	5	20	5	20
Railway	Cannon	Mulberry	Loc.	50	22	C	0	4½	0	4½	0
Ray	Peter	York	"	50*	24	M	5	4½	0	4½	0
	York	Barton	"	46	22	T	-	5	0	5	0
Sheaffe	Bay	Caroline	"	60	22	T	-	5	10	5	10
Strathcona	Florence	York	"	66	29	M	0	5	0	5	0
Stuart	Barton	Hess	Art.	50	44	C	10	8	10	5	10
	Hess	Caroline	"	50	40	C	10	8	10	Curb	10
	Caroline	Bay	"	50	40	C	10	8	10	7	10
Tecumseh	Locke	End	Loc.	50	24	T	-	5	10	5	10
Tiffany	Barton	Stuart	"	66	24*	T	-	5	10	-	-
Windsor	Caroline	Hess	"	60	24	T	-	5	0	5	0
Market	Caroline	Bay	"	66	26	M	0	5	0	5	0
Woodbine	York	Jones	"	44	22	M	10	5	10	5	10
York	Woodbine	Inchbury	Art.	66	40-36	C	10	Curb	10	10	10
	Inchbury	Ray	"	66	36	C	10	6	10	10	10
	Ray	Oxford	"	66	36	C	10	5	10	5	10
	Oxford	Queen	"	66	36	C	10	6	10	5	10
	Queen	Hess	"	66	40	C	10	6	0	5	0
	Hess	Caroline	"	66	40	C	10	8	0	8	0
	Caroline	Bay	"	66	40	C	10	5	0	10	0

*Figures estimated.

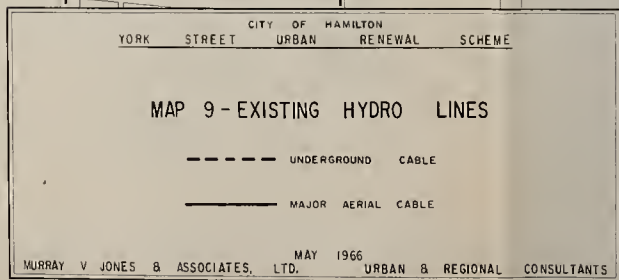
Note: C - Asphalt on concrete; M - Asphalt on Granular base; T - Surface treated.

Source: Department of Engineering, City of Hamilton

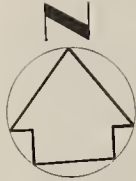


A horizontal scale bar with markings at 100, 0, 100, and 500. The word "FEET" is centered below the bar.

CANADIAN NATIONAL RAILWAY YARDS






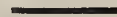

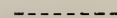



100 0 100 500
FEET

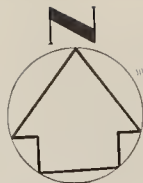
DUNDURN PARK

CITY OF HAMILTON
YORK STREET URBAN RENEWAL SCHEME

MAP 10 - EXISTING TELEPHONE LINES

-  EXISTING UNDERGROUND CONDUIT STRUCTURE
-  MAIN FEEDER CABLE
-  SECONDARY FEEDER CABLE
-  EXISTING BURIED CABLE
-  EXISTING CABLE

MURRAY V JONES & ASSOCIATES, LTD. MAY 1966 URBAN & REGIONAL CONSULTANTS



100 0 100 500
FEET

DUNDURN PARK

CANADIAN NATIONAL RAILWAY YARDS

VICTORIA PARK

CITY OF HAMILTON
YORK STREET URBAN RENEWAL SCHEME

MAP II-ROAD AND SIDEWALK INVENTORY

YEARS OF REMAINING LIFE

TYPE OF PAVEMENT

	15 - 25	(AC)	ASPHALT ON CONCRETE
	5 - 14	(AC)	ASPHALT ON GRANULAR BASE
	0 - 4	(ST)	SURFACE-TREATED ROAD

(SOURCE - HAMILTON STREET & SIDEWALK INVENTORY - 1965)

MAY 1966
MURRAY V. JONES & ASSOCIATES, LTD. URBAN & REGIONAL CONSULTANTS

A further table (Table 7) provides a summary of the above characteristics by type of roadway for the 7.50 miles (or 53.3 acres of right-of-way) within the York Street Area. The totals are exclusive of lanes but include those portions of the road system which lie within the defined right-of-way of the proposed East-West Freeway.

Table 7 - Summary of Road and Sidewalk Characteristics

	Total		Arterial		Collector		Local	
	Miles	%	Miles	%	Miles	%	Miles	%
Total Pavement	7.50	100	2.56	34	0.76	10	4.18	56
R.O.W. 60 to 66'	4.56	61	2.03	27	0.63	8	1.90	26
50 to 59'	2.01	27	0.53	7	0.13	2	1.35	18
under 50'	0.93	12	-	-	-	-	0.93	12
Type of Pavement -								
Asphalt on concrete	3.60	48	2.41	32	0.64	8	0.55	8
Asphalt on granular base	1.42	19	0.15	2	0.12	2	1.15	15
Surface treated	2.48	33	-	-	-	-	2.48	33
*Remaining Pavement Life - (Years)								
15 or more	1.72	23	1.01	14	0.64	8	0.07	1
5 to 10	3.00	40	1.55	20	0.12	2	1.33	18
0	2.78	37	-	-	-	-	2.78	37
** Total Sidewalk	13.04	100	4.27	33	1.41	11	7.36	56
Remaining Sidewalk Life (Years)								
15 or more	3.34	25	1.81	14	1.18	9	0.35	2
5 to 10	5.70	44	1.59	12	0.23	2	3.88	30
0	4.00	31	0.87	7	-	-	3.13	24

* Remaining Pavement life is only applicable to permanent pavements, i.e. asphalt on concrete or asphalt on granular base. Surface treated roads are all classed under 0 years of remaining life.

**Excludes roads with curb only.

As noted previously the overall road system is broken down by function into three types - arterial, collector and local - and of the total these represent 34%, 10% and 56% respectively. The majority (61%) of all roads are at least 60 feet in right-of-way although none is greater than 66 feet. About half have an asphalt on concrete base but there is a surprisingly high proportion (33%) which are only surface treated. A number of the latter are in

very bad condition, a characteristic in common with a number of those streets with a permanent base. Only 23% of all roads have 15 or more years of remaining pavement life. Similar conditions prevail in regard to the 13 miles of sidewalk with only 25% having 15 years or more remaining life and 31% classified as having no remaining life.

Arterial roads, as might be expected, are on the whole wider in right-of-way (most are 66 feet), all have some type of permanent pavement and all have at least five years of remaining pavement life. The 0.76 miles of collector roads possess similar characteristics. A significant number of local roads, on the other hand, are narrow in right-of-way and are only surface treated. Only 1% of the 4.18 miles of pavement on local roads has no need of renewal for 15 years or more whereas 37% is now in need of replacement. The situation relating to sidewalks is similar, although a higher proportion of those on local roads are in good condition.

(c) Public Transportation

The Hamilton Street Railway Company serves the scheme area with bus service along York Street. The York bus route (No. 21) is illustrated on Map 13 of the Central Hamilton Urban Renewal Study and has its downtown terminus at King and James Street. The outbound route currently follows King Street west to Macnab, North on Macnab Street to Merrick and west on Merrick and York Streets to Dundurn Street. After looping on Tom Street and Strathcona Avenue the route returns on York to James Street. Some modification of this route has been recommended as part of the Civic Square Urban Renewal Scheme with the downtown loop being Merrick, James, King and Bay Streets.

Although the blocks south of York Street and the area between York and the proposed East-West Freeway are well served by this

route, the northerly portion of the scheme area is somewhat remote, a condition which will be aggravated by construction of the Freeway.

(d) Community Services

Educational. The York Street Area is served by five public elementary schools, only one of which (Hess Street Public School) is located within the Area's boundaries. The schools and the grade level of education provided are listed below and their location or attendance areas are illustrated on Map 12.

Hess Street Public School	- Grades K to 6
Strathcona Public School	- Grades K to 6
McIlwraith Public School	- Grades K to 7
Ryerson Senior Public School	- Grades 7 to 8
Bennetto Public School	- Grades K to 8

One school (Ryerson) provides senior elementary education only, while two schools (McIlwraith and Bennetto) provide both junior and senior elementary classes. Hess and Strathcona Schools are for junior grades up to Grade 6.

With the exception of the Bennetto School (recently opened in the North End) and the McIlwraith School (which was built in 1925 and requires substantial renovation), the public school facilities serving the area are considered to be obsolete by the Hamilton Board of Education. The original Hess Street building, for example, was constructed in 1882 and is one of the oldest public schools in the city.

Pupils attending high school from the Area are served by Westdale and Central Composite Secondary Schools located at 700 Main Street West and 192 Wentworth Street North respectively. Parkview Junior Vocational School, at 60 Balsam Street North serves as a continuation school for slow-learning students. Considering that the scheme area is located on the periphery of the schools' service areas and that school plant facilities are over-extended,

the education authorities have indicated an urgent need for additional secondary and junior vocational facilities in the downtown and west end of the city.

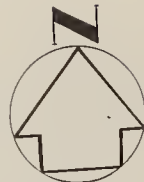
At present, over half (54%) of the Area's school children are in public schools and 41% in the elementary grades. According to the 1965 social survey, enrolment is distributed as follows:

McIlwraith (Grades K-6))	56 students
Bennetto (Grades 7 & 8))	
Hess (Grades K-6))	230 students
Ryerson (Grades 7 & 8))	258 students
Strathcona (Grades K-6))	
Central - 51 students)	171 students
Westdale - 120 students)	

About 8% of the Area's school children attend other schools including the junior vocational, specialized (Deaf and Blind Schools), business and commercial schools.

Separate school education at the elementary level is provided by Christ the King School (714 King Street West) for that portion of the renewal area west of Queen Street and by St. Mary's School (209 Macnab Street North) for the eastern portion (see Map 14, Central Hamilton Urban Renewal Study). Both provide for junior grade education from kindergarten to Grade 8. Separate secondary education (Grades 9 and 10) is supplied by agreement at Loretto Academy, an otherwise private school for girls located at King and Ray Streets. Further space is available at the Cathedral Boys' and Girls' Schools at 376 and 467 Main Street East respectively.

Apart from the relatively long distances to these various schools from the more remote portions of the Area, the separate school facilities are generally good to excellent. A 9-classroom wing erected in 1932 at Christ the King represents the oldest separate school facility.



100 0 100 500
FEET

DOUNOON
PARK

VICTORIA
PARK

YORK STREET CITY OF HAMILTON
URBAN RENEWAL SCHEME

MAP 12 - COMMUNITY FACILITIES

MURRAY V JONES & ASSOCIATES, LTD MAY 1966
URBAN & REGIONAL CONSULTANTS

STRATHCONA JUNIOR PUBLIC SCHOOL
ZONE BOUNDARY

HESS ST. JUNIOR PUBLIC SCHOOL
ZONE BOUNDARY

HESS ST. JUNIOR PUBLIC SCHOOL
ZONE BOUNDARY

WILKINSON JUNIOR PUBLIC SCHOOL
ZONE BOUNDARY

LEGION HALL

HESS ST.
PUBLIC SCHOOL

WILCOX
PLAYGROUND

CHRYSTIE
SYNAGOGUE

NO. 5
FIRE STATION

CHRIST THE KING SEPARATE SCHOOL
ZONE BOUNDARY

ST. MARY'S SEPARATE SCHOOL
ZONE BOUNDARY

About 38% of the Area's school children attend separate schools, 34% of them at the elementary grade level. The 1965 social survey indicated the following distribution:

St. Mary's School	-	239 students
Christ the King	-	204 students
Cathedral Boys')	
Cathedral Girls')	58 students
Loretto Abbey)	

Recreational. Two large parks immediately adjoin the southern and western boundaries of the York Street Area. Victoria Park (14.4 acres) provides an ice skating rink, 2 hockey cushions, wading pool, playground, five baseball diamonds and three tennis courts. Dundurn Park (32.5 acres) provides a playground, baseball diamond and pavilion. One recreational facility is located within the scheme area, this being the Wilcox Playground (see Map 12) which has a wading pool and a total area of only 0.7 acres.

In 1960, the Social Planning Council of Hamilton and District produced a report entitled the "Hamilton Recreation Resources Survey" in which park and recreational facilities were assessed in relation to neighbourhood and community needs. The report indicated an almost total lack of park area for the lands east of Queen Street and recommended the acquisition of additional landscaped neighbourhood parkland. This deficiency has not been corrected since the report was prepared.

Social. The York Street Area is served by several private agencies, most notably the Catholic Social Services of Hamilton, the Children's Aid Society of Hamilton and its Catholic counterpart and the Family Service Agency of Hamilton. The Hamilton Health and Welfare Departments are the public agencies involved.

The Hamilton Health Department defines that part of the Area east of Hess Street and north of York Street as one of the city's

poorer residential sections and an area in which many health problems arise. At present, there are three structures which the Department has declared unfit for human habitation. These are located at 15 Harriett Street, 406 and 408 York Street.

In addition to house and business inspections and investigations of matters injurious to health, the Department operates a Health Centre at 74 Hughson Street South as well as four local clinic centres. Two of these centres serve the scheme area from their locations in the Hess Street and Strathcona Avenue Public Schools. Due to the age of these structures and their poor layout, the Department rates present clinical facilities as inadequate and requires that careful consideration be given to future facilities in any new school construction.

In 1964, the Hamilton Welfare Department reported 79 families with 333 dependents and two individuals receiving welfare assistance in the district bounded by James, King and Locke Streets to the Bay. The social survey of 1965 shows that in the portion of the scheme area contained by these boundaries there were 38 families with 148 dependents and four individuals who admitted to receiving some form of welfare assistance. In the total scheme area, the 1965 survey shows 46 families with 168 dependents and four individuals receiving assistance with another 14 families with 33 dependents and one individual most likely being assisted. While these figures would represent something less than 5% of the city total of welfare families and recipients, roughly 4% of the scheme area's population is estimated to receive welfare assistance compared with 2% for the city as a whole.

Protectional. The Hamilton Police Department functions from four police stations and through an 18-district system which has been defined for the city for law enforcement purposes. The York Street

Area constitutes part of two of these districts (Nos. 2 and 4) with the majority included in the former. The scheme area is served by the Central Police Station located at 125 King William Street.

District No. 2 includes that part of the city bounded by Queen Street on the east and King Street on the south and accordingly includes over half of the scheme area as well as a substantial portion of Westdale. Although figures are not available for the York Street Area alone it is interesting to note that recorded "occurrences" and juvenile offences in District 2 have not increased in proportion to the city as a whole. From 1961 to 1964 "occurrences" have increased by 89% in the city but by only 38% in the district. A decrease has been noted for juvenile offences for the same area. While it is difficult to draw firm conclusions from these figures it may be conjectured that the York Street Area is not becoming a more difficult police problem area.

The Hamilton Fire Department serves the York Street area from four locations - No. 5 Fire Hall at 11 Napier Street, Central Fire Hall at 59 King William Street, No. 11 at Ray and George Streets and No. 10 (Main) in the west end. Only one of these (No. 5 Fire Hall) is within the York Street Area: its location is illustrated on Map 12.

From the records of the fire department it is apparent that the most serious fire problem exists on York Street. Out of an average of about 50 fires annually over the past 15 years in the scheme area, the York Street frontage accounts for 13 or 27% of the Area total. Bay Street is second with 11% while Cannon, Hess, Caroline and Napier Streets each represent about 6% of the total. The 50 fires annually in the scheme area account for 8% of the 586

fires in the city as a whole although the Area only contains about 2% of the city's population and households.

Religious. The three churches located in the Area are shown on Map 12 and consist of the Ohav Zedeck Synagogue at Peter and Hess Streets, the Hess Street Baptist Million (179 Hess Street North) and the Hamilton Friends of Israel (10 McNeill Street). Other churches serving all or part of the York Street Area are as follows:

Erskine Presbyterian	- 19 Pearl Street North
Zion United	- 210-14 Napier Street
St. Demetrius Greek Orthodox	- 22 Head Street
St. Georges Church of England	- Strathcona Ave. and Tom St.
Sisters of Notre Dame Convent	- 22 Lamoreaux Street
Westdale Baptist	- 77 Dundurn Street
Caroline Gospel	- 48 Caroline Street
All Souls	- 21 Barton Street West
Our Lady of Mercy Lithuanian	- 60 Dundurn Street

3. RESIDENTIAL CHARACTERISTICS

The York Street Area is one of relative poverty in comparison with the City and the metropolitan area of Hamilton. This of course is also true of its housing, as is evident from census data as well as the results of the special survey carried out last fall.

The scheme area lies within census tracts 6, 7 and 13, comprising a population in 1961 of 13,031. The survey covered a population of 4,690, to which may be added an estimated 920 within the East-West Freeway right-of-way, making a total of 5,610. The scheme area, including the Freeway, thus contains close to 45% of the population of the three census tracts, the data for which may be used to compare the area with the City and metropolitan area.

Measures of income are shown in Table 8. Average income per capita in the three census tracts is 25% below the metropolitan average and average income per household is 18% lower. The latter difference is less than the former since households in the three census tracts are generally larger, with an average of 4.11 persons per household as against 3.70 in the metropolitan area.

Table 8 - Comparison of Incomes in the York Street Area
and in Metropolitan Hamilton
(Average incomes - 1961 Census)

	Metropolitan Hamilton (1)	City of Hamilton (2)	Census Tracts 6, 7 & 13 (3)	(3) as a Percentage of (1) (4)
Average per Capita Income	1,656	1,648	1,241	74.9
Average Income per Household	6,220	6,115	5,095	81.9
Average Male Income	4,574	4,215	3,057	66.8
Average Female Income	1,673	1,696	1,401	83.7
Average Wage & Salary				
Earnings - Male	4,251	3,999	3,019	71.0
- Female	2,075	2,081	1,872	87.3
Average Income per Family	6,030	5,651	4,197	69.6
Average Income of Persons not in Families	2,378	2,373	1,931	81.2

The census reports income received by men separately from the income received by women, and a similar separation is made for wage and salary earnings. Average male income in the three census tracts is only two-thirds of the metropolitan average, and average female income is 16% less. Wages and salaries show a somewhat smaller difference. Average wages and salaries earned by men are 29% below the metropolitan average, while the average earned by women is 13% less.

In spite of this smaller difference however, wages and salaries make up a smaller part of total income in the three census tracts than they do in the metropolitan areas, 76% as against 84%. More striking is the difference in the proportion of income receivers who earn wages and salaries, particularly in the case of men; 79% of male income receivers in the three census tracts earned wages or salaries, compared with 94% in the metropolitan area. In the case of women, the figures were 52% and 54% respectively. The data reflect the higher unemployment as well as the greater number of older persons in the Area; people depend more on welfare and social security payments and other forms of income than they do in the metropolitan area.

The census also distinguishes between family income and the income of individuals who are not in families. Average family income

in the three census tracts is 30% below the metropolitan average, while average individual income is 19% less. Each family in the three tracts has on the average 1.63 income earners, in the metropolitan area 1.65. The lower individual incomes, however, are associated with marked differences in the relation of these income receivers to families and the contribution of their income to that of the household. In the metropolitan area, 39% of individual income receivers are the heads of non-family households compared to only 31% in the three census tracts. On the other hand, every fifth family on the average in the metropolitan area has an additional income recipient as part of the household compared with every third family on the average in the three census tracts.

Lower family incomes are at the same time associated with much more doubling up. In the metropolitan area, 5.7% of family households contain two families and 0.5% contain three. In the three census tracts there are over twice as many - 13.8% and 1.9%. It follows that in the three census tracts there are on the average more income recipients per household than in the metropolitan area - 2.24 compared to 1.90. The difference in average individual incomes is thus to some extent compensated by larger households, more doubled up families and more income recipients per family - these being indications of overcrowding and inadequate housing.

The market for new housing and the types of housing desired is also influenced by the extent of home ownership versus tenancy, average rents and mobility. In the three census tracts, 56% of dwelling units are owner-occupied compared to 73% in the metropolitan area. Owner-occupied dwellings in the metropolitan area are roughly equal in number to single-family detached houses. In the three tracts, on the other hand, owner-occupied dwellings also include a large number of semi-detached houses, of which there are 28% compared to 6% in the metropolitan area. In addition, 31% of the dwelling units in the three

tracts were apartments and flats compared to 21% in the metropolitan area.

The median value of owner-occupied dwellings in the three census tracts is lower than in the metropolitan area, and the proportion reporting a mortgage is much lower - 22% as against 55%. Many of the older residents have paid off their mortgages long ago, and it may be inferred that the cost of home ownership is on the average less in the three tracts than in Hamilton as a whole, both absolutely and as a proportion of income. A similar comparison can be made for tenant-occupied dwellings. Average rent in the metropolitan area was \$73 per month, equal to 14% of the average household income. In the three census tracts average rent was \$60 a month, also equal to 14% of average household income.

Three points may be made with respect of this comparison. In the three census tracts, as has been noted, 44% of dwellings are tenant-occupied as against 27% in the metropolitan area. On the assumption which seems reasonable, that renting is more likely to be the rule for people in the lower part of the income scale and owner occupancy more common in the upper part, it follows that the average household income of tenants in the three tracts is closer to the average of all households than it is in the metropolitan area. If this is so, rents would on the average be a smaller proportion of the tenants' income in the three tracts than they would in the metropolitan area. This leads to the same conclusion with respect to tenant-occupied as with respect to owner-occupied dwellings: the amount devoted to housing is less, both absolutely and in proportion to income, in the three census tracts than it is in Hamilton as a whole.

The second point is that the cost of housing in the three census tracts and the percentage of income devoted to it do indeed seem to be low, considering that 20 to 25% of income is generally

accepted as reasonable and that 25% and up is the standard applied by the Ontario Housing Corporation in "geared to income" public housing. It follows that the demand for public housing on the part of families who are spending substantially less than 25% of income for the housing they now occupy is not likely to be very great, however superior in other respects the former may be over the latter. In actual fact the expressed preference for public housing is rather rare in the surveys which have been conducted and which will be referred to later.

Finally, relatively inexpensive housing is apparently not scarce or unduly difficult to find judging by the mobility of residents in the three census tracts as well as throughout the metropolitan area. This is illustrated in the following Tables 9 and 10.

Table 9 - Population Movement - 1956-1961

	<u>Metropolitan Hamilton</u>	<u>City of Hamilton</u>	<u>3 Census Tracts</u>
1956 Population			
Surviving to 1961*	318,360	234,385	12,502
Non Movers	167,765	117,180	5,634
%	<u>52.7%</u>	<u>50.0%</u>	<u>45.1%</u>
Movers - Out	150,595	117,205	6,868
Net Migration			
5 years old & over	20,772	1,363	- 1,444
Movers - In			
5 years old & over	171,373	118,568	5,424
Analysis of Movers - In			
From:			
Within Metro. Hamilton	73.2%	75.3%	73.9%
" City	60.6%	71.9%	70.8%
" fringe area	12.6%	3.4%	3.1%
From rest of Ontario	12.2%	8.4%	5.4%
From other provinces	4.0%	4.1%	2.4%
From abroad	10.6%	12.2%	17.6%

*Population in private households only.

See Bulletin CX-1, Introduction, p. 98-9, Survivors estimated.

Of metropolitan Hamilton's population in 1956 which survived to 1961, 55% lived in the same place as they had in 1956; the other 45% had moved elsewhere. In the three census tracts, 47% of the

surviving population did not move during the five years while 53% did. Unfortunately, the census does not record where the movers went; it does however show where the people who had moved into the area and were residents in 1961 came from, the difference between the number moving out and moving in being equal to net migration. Table 9 shows a percentage breakdown of "in-movers".

The main difference between the metropolitan area and the city is the large number of people who moved from one part of the fringe area to another, compared to the relatively few people who moved from the fringe area into the city. It is also significant that a majority of people coming from elsewhere in Ontario moved into the fringe area, whereas most of those coming from the other provinces and abroad moved into the city. The main difference between the city and the three census tracts is in turn the relatively smaller number coming from elsewhere in Canada and the larger number coming from abroad. The immigrant population, in particular the Italian population, is relatively much larger in the three tracts.

Differences apart however, what stands out in the table is the large number of people who move from one part of the city to another. The majority of those who left the three tracts evidently moved elsewhere in the city and it is reasonable to assume that many were able to find alternative housing at a cost not too far above what they were previously paying. It also seems probable that many of those who moved into the three tracts left homes which were fairly similar to the housing they came to, except of course where economic misfortune was the main reason for moving; for others the move may represent a step from their first residence on arrival in Canada towards better housing and home ownership. Although the high mobility of Hamilton's population is characteristic of other Canadian cities as well, in Hamilton it appears to be associated with a flexible housing market and a good deal of relatively cheap housing for which people are willing and able to pay.

Table 10 - Dwellings by Length of Occupancy
and Period of Construction

	<u>Metropolitan Hamilton</u>	<u>City of Hamilton</u>	<u>3 Census Tracts</u>
<u>Length of Occupancy</u>			
Less than 1 year	15.2%	15.9%	15.8%
1-2 years	16.0%	15.6%	14.4%
3-5 years	23.7%	22.1%	19.0%
6-10 years	18.1%	17.4%	17.3%
More than 10 years	<u>27.0%</u>	<u>29.0%</u>	<u>33.5%</u>
	100.0%	100.0%	100.0%
<u>Period of Construction</u>			
Before 1920	33.0%	37.6%	38.6%
1920-1945	22.2%	27.0%	7.7%*
Since 1945	<u>44.8%</u>	<u>35.4%</u>	<u>3.7%*</u>
	100.0%	100.0%	100.0%

*Estimated

Mobility is also illustrated in Table 10, showing how long the residents had occupied their dwellings at the time of the census. This is contrasted with the age of the dwellings. Whereas the distribution of dwellings by length of occupancy is fairly similar in the metropolitan area, the city and the three census tracts, except in respect of occupancy of over ten years, the age distribution of dwellings is very different. Some of the newest residents of the city evidently live in some of the oldest houses.

(a) Method of Survey

With few exceptions, the survey for the York Street Area was similar in design and method to the one carried out in the Civic Square Area in August 1965. The same questionnaire (Appendix 1) was used to collect data on family composition, marital status, age, school attendance, employment, home ownership and/or rental charges. In the current survey, residents' opinions on their satisfaction with the area were not requested.

As in the Civic Square survey, the Area was apportioned on a block basis between two field teams, each composed of two persons.

Again, one member of each team was responsible for contacting and interviewing every family and/or non-family household. The co-operation of residents was requested in order that the size of any rehousing problem might be estimated. In only a few cases was this cooperation not given.

The East-West Freeway was accepted as a known quantity (see Section 1(f)) and consequently the structures within the proposed right-of-way were not surveyed. Households excluded for this reason are estimated to number 246, of which 158 are in single-family structures, 74 are in semi-detached houses, 11 are in row housing and three are in commercial buildings. Exception to this policy was made for properties (including 56 households) fronting on York Street west of Locke Street. These were included in order that interim renewal measures could be recommended where considered necessary or desirable before construction of the Freeway is begun.

In the scheme area, a total of 1,315 households were contacted. Detailed information was obtained from the householder for 1,203 or 92%. Three successive calls at a further 54 households brought no response: information for these households was obtained from City assessment records. For the latter households, it was possible to record data on family composition, marital status, age, employment, home ownership and/or rental paid; school attendance and income were estimated by the type of school support and nature of employment in each case. Of the remaining 58 households, six had definite plans to move within a month and are excluded from the tabulations, while 24 vacant apartments and 28 vacant houses accounted for the remainder.

Comprehensive information is accordingly available on the number and characteristics of all residents in the renewal area. These findings are summarized and presented in a manner similar to that of the Civic Square Urban Renewal Scheme of October 1965.

The survey results have been tabulated by two categories - the family households (consisting of two or more related members) and non-family households (households consisting of one or more unrelated members). A substantial amount of this data has been recorded by blocks or by general areas. The block numbers and the general areas referred to in the text are illustrated on Map 13. Less pertinent data relating to car ownership, length of residency etc. is summarized later in this section.

Throughout, the term 'household' is used to signify a dwelling unit for a family group or for one or more non-family persons. The term 'structure' signifies one street address representing a house or apartment which provides accommodation for one or more households. 'Structure' is thus roughly equivalent to dwelling unit as used in the Census, although not as precise since it was not always possible to determine whether two families living at the same address had separate dwelling units in the Census definition. The relation of structures to family households gives an approximate idea of the extent of doubling up in the Area.

(b) Presentation of Findings

The great majority of households surveyed (87%) are accommodated in single-family, semi-detached and row housing structures. Most of these structures were originally designed as single-family units although some 160 are now occupied by two or more households. Of this number 40 are shared by related families, predominantly of Italian origin. The remaining accommodation consists of multiple units (6%) and of apartments and flats over stores along York Street (7%). The Area contains two modern 23-unit apartment buildings on Tecumseh Street and several older structures which have been converted to multiple occupancy. The buildings at 245 Bay Street North (15 units), 165 Strathcona Avenue (6 units) and 241 Bay Street North (5 units) are examples of such conversions.

At the time of the survey, only 3% of all accommodation was vacant and much of this had already been re-rented to new tenants. Although there were no vacant units in the above-mentioned multiple structures, the vacancy rate for York Street flats (14%) was high enough to suggest that they are unsuitable for residential use.

Area households are occupied in equal proportion by owners and tenants with the latter group generally paying less than \$75 a month. The degree to which multiple occupancy occurs in single-family structures is illustrated by the fact that 1,257 family and non-family households were enumerated in a total of 953 structures, most of which were originally built for single families.

Most Area households (88%) are occupied by families and over three-quarters (78%) are occupied by families with children. Although the average family household has four members, households with children have an average of 4.7 members; over a fifth of all family households consist of six or more persons.

Two-thirds of all family members are over 14 years of age. Nearly 37% of this group are wives and children at home while 45% are actively employed, primarily in manufacturing, construction and manual work (31%). The remainder are either retired (11%) or unemployed (7%); unemployment amounts to 13% of the labour force of the renewal area. Over half of all family workers receive more than \$75 a week in wages or income.

The majority of non-family households are maintained by one person only (74%), one-third of whom are single persons over 60 years of age; only 10% of non-family households comprise three or more members. Nearly half (48%) of non-family persons are actively employed, primarily in construction, manufacturing or manual work (30%). The remainder are retired (38%), unemployed (10%), of unknown status (4%). Although income data were unavailable for a quarter of

non-family persons, 63% of the remaining persons receive less than \$75 a week in wages or income.

About 9% of all Area residents are over 60 years of age and most of them are retired (90%) and receive the old age pension (61%). Eighty per cent of elderly people are in family households, either self-sustaining (30%), living with relatives (43%) or living as lodgers with an unrelated family (8%). The remainder (19%) are in non-family households, equally divided between those on their own or as one of several lodgers.

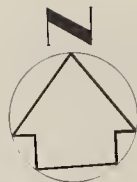
Considering the present income requirements for public housing for families and senior citizens a reasonable proportion of the Area residents would be eligible. This subject is discussed at greater length in a following section of the report, in relation to the problem of relocation.

Population Characteristics

According to the current survey, a total of 4,690 persons reside in the renewal area, distributed to the east (45%) and west (48%) of Queen Street and along the remaining York Street and Woodbine Crescent frontage (7%). Data on population characteristics have been compiled block by block and are shown on Map 14 and in Table 11.

The data are summarized in percentage form in Table 12 which is divided into two parts. In the upper part, the figures add horizontally, showing the percentage of the population by sex and by age in the various sectors in the scheme area. In the lower part of the table, the figures add vertically, showing the percentage distribution of the total of each sex and age group by sectors.

The table shows that over half (56%) of the Area's population resides south of the Freeway, with about one-third (32%) both south of the Freeway and east of Queen Street. This is true of all age



A horizontal scale bar with markings at 100, 0, 100, and 500. The word "FEET" is centered below the bar.

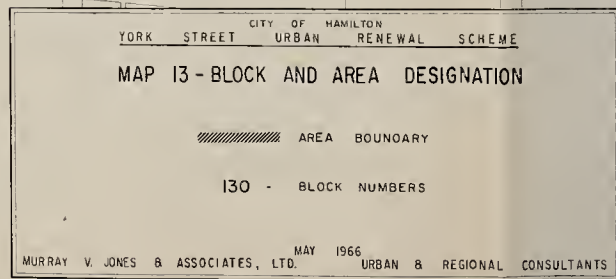


Table 11 - Total Population Characteristics

Location	Total Households	P o p u l a t i o n								
		Total Number	By Sex			By Age Groups				
			Male	Female	Unknown	0-4	5-13	14-18	19-60	60+
All Blocks	1,257	4,690	2,311	2,175	204	552	909	406	2,403	420
East of Queen St.	556	2,099	1,059	977	63	254	434	176	1,075	160
North - 107	71	269	134	119	16	29	65	19	141	15
of 109	14	49	27	20	2	4	12	3	26	4
Freeway 110	37	142	75	62	5	20	31	16	65	10
111N	15	62	22	32	8	18	13	-	24	7
142	4	14	6	8	-	-	-	-	9	5
143	12	50	22	21	7	4	7	4	26	9
South - 100	14	60	35	20	5	1	12	8	31	8
of 101	24	80	44	36	-	7	9	11	50	3
Freeway 102	23	87	43	44	-	11	19	8	45	4
103	32	116	57	59	-	20	17	8	63	8
104	19	77	38	39	-	14	16	6	31	10
111S	5	24	12	12	-	3	6	3	11	1
112	23	86	48	38	-	6	19	7	47	7
113	31	122	62	60	-	13	20	20	62	7
114	62	210	105	102	3	26	35	16	118	15
115	46	187	99	88	-	26	40	18	91	12
116	7	27	15	12	-	3	6	-	10	8
117	29	104	47	52	5	11	25	13	49	6
118	27	77	40	37	-	7	14	1	49	6
119	14	54	29	25	-	4	18	4	22	6
120	27	104	54	50	-	11	25	5	57	6
144	14	74	33	32	9	11	23	6	33	1
145	2	10	5	2	3	5	-	-	5	-
146	4	14	7	7	-	-	2	-	10	2
West of Queen St.	616	2,277	1,125	1,050	102	261	411	196	1,186	223
North - 123	16	52	32	20	-	7	12	3	24	6
of 124N	28	117	52	62	3	9	30	10	56	12
Freeway 126N	28	110	47	63	-	10	19	15	57	9
127N	28	128	65	61	2	18	33	14	61	2
128N	30	144	77	65	2	28	29	8	74	5
129N	28	106	54	50	2	10	16	4	51	25
133N	38	126	74	52	-	12	14	12	71	17
137N	7	38	17	21	-	8	9	5	15	1
138	36	135	68	58	9	15	22	19	64	15
139	25	96	49	45	2	9	22	10	51	4
141	46	113	55	58	-	22	6	1	84	-
South - 124S	26	75	31	40	4	7	10	2	36	20
of 125	44	170	88	79	3	22	39	12	88	9
Freeway 126S	38	157	69	62	26	12	31	17	84	13
127S	26	96	45	48	3	6	16	11	48	15
128S	21	94	47	45	2	10	23	9	42	10
129S	15	63	26	18	19	9	9	10	30	5
130	37	140	62	62	16	18	26	6	78	12
131	51	152	83	67	2	17	15	14	80	26
132S	37	122	63	55	4	7	24	10	69	12
134	11	43	21	19	3	5	6	4	23	5
York St. Frontage	56	190	69	86	35	17	41	18	88	26
132	7	18	11	7	-	2	2	2	11	1
133	5	24	4	8	12	5	9	-	9	1
134	5	17	8	9	-	1	4	1	10	1
135	15	44	10	24	10	1	7	10	23	3
136	11	44	16	15	13	6	9	4	18	7
137	13	43	20	23	-	2	10	1	17	13
Woodbine Crescent	29	124	58	62	4	20	23	16	54	11
148	14	55	25	30	-	17	6	3	25	4
149	15	69	33	32	4	3	17	13	29	7

groups except those over 60 years of age. Nearly one-third (30%) of this age group resides west of Queen Street and south of the Freeway.

Table 12 - Percentage Distribution of Population

Area	P o p u l a t i o n								
	Total	By Sex			By Age Groups				
		Male	Female	Unknown	0-4	5-13	14-18	19-60	60+
East of Queen St.	100.0	50.5	46.5	3.0	12.1	20.7	8.4	51.3	7.5
North of Freeway	100.0	48.8	44.7	6.5	12.8	21.8	7.2	49.7	8.5
South of Freeway	100.0	51.1	47.3	1.6	11.8	20.2	8.9	51.9	7.2
West of Queen St.	100.0	49.4	46.1	4.5	11.5	18.1	8.6	52.1	9.7
North of Freeway	100.0	50.6	47.6	1.8	12.7	18.2	8.7	52.2	8.2
South of Freeway	100.0	48.1	44.5	7.4	10.2	17.9	8.5	52.1	11.3
York St. Frontage	100.0	36.3	45.3	18.4	8.9	21.6	9.5	46.3	13.7
Woodbine Crescent	100.0	46.8	50.0	3.2	16.1	18.5	12.9	43.5	9.0
TOTAL AREA	100.0	49.3	46.4	4.3	11.8	19.4	8.7	51.3	8.8
East of Queen St.	44.8	45.8	44.9	30.9	46.0	47.7	43.3	44.8	37.9
North of Freeway	12.5	12.4	12.0	18.6	13.6	14.1	10.3	12.1	12.0
South of Freeway	32.3	33.4	32.9	12.3	32.4	33.6	33.0	32.7	25.9
West of Queen St.	48.6	48.7	48.3	50.0	47.3	45.2	48.3	49.3	53.2
North of Freeway	24.9	25.5	25.6	9.8	26.8	23.3	24.9	25.2	23.0
South of Freeway	23.7	23.2	22.7	40.2	20.5	21.9	23.4	24.1	30.2
York St. Frontage	4.1	4.1	3.0	17.2	3.1	4.5	4.4	3.7	6.2
Woodbine Crescent	2.5	1.4	3.8	1.9	3.6	2.6	4.0	2.2	2.7
TOTAL AREA	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Children under 18 years of age represent a remarkably high proportion of the population on Woodbine Crescent - 47.5% compared to 38.2% west of Queen Street, whereas senior citizens in the south-west sector (11.3%) and along York Street (13.7%) are relatively more

numerous than in other sectors.

Assuming the distribution of the 'unknown' category is the same as the known sex distribution, there are more male than female residents. The ratio of males to females is slightly higher to the east (1.09:1) than to the west (1.07:1) of Queen Street, but significantly lower on the York Street (.80:1) and Woodbine Crescent frontages (.94:1).

Summary of Family Households

There are a total of 1,257 Area households of which 1,103 (88%) are occupied by families. These families represent 4,454 persons or 95% of the Area's population (Table 13).

Most persons in families (85%) are members of two-parent households, although 9% are in families with only one parent. Such families are more numerous along York Street and in the north-east quadrant where nearly one-fifth of the families have only one parent. Lodgers, two-thirds of whom are related to the family with which they live, make up the remaining 6% of family population.

The average family household has four members; however, over a third (35%) of all family households and half of those on Woodbine Crescent contain five or more members. If childless couples, who represent one-quarter of all Area families, are excluded, the average household size increases to 4.7 members. One-third of all families have three or more children and nearly one-tenth have five or more. Woodbine Crescent and the north-east quadrant are particularly notable for the number of large families.

The 2,125 children in families account for 48% of the family population and are, for the most part, under 14 years of age (69%) and attending school (62%). Forty-eight per cent of children attend elementary schools, while 11% are in secondary schools and a further

TABLE 13

SUMMARY OF FAMILY HOUSEHOLD CHARACTERISTICS

PAGE 46

CHARACTERISTICS	TOTAL	EAST OF QUEEN STREET																			WOODBINE CRES.									
		SUB-TOTAL	Blocks North of Freeway							SUB-TOTAL	Blocks South of Freeway													SUB-TOTAL	Block					
			107	109	110	111N	142	143	100		101	102	103	104	111S	112	113	114	115	116	117	118	119		120	144	145	146	148	149
Total Structures	868	100	38	8	28	14	3	9	282	9	14	13	22	17	5	20	25	40	29	4	14	20	10	21	14	1	4	23	10	13
Number of Family Households	1103	129	59	11	30	14	3	12	348	11	19	21	32	18	5	21	29	53	37	6	19	24	10	23	14	2	4	26	13	13
Persons in Family Households	4454	548	254	43	130	61	10	50	1410	48	67	81	116	75	24	83	120	196	167	24	93	74	48	96	74	10	14	119	53	66
- In Two-Parent Families	3795	454	227	41	102	34	10	40	1207	43	52	78	93	48	22	76	103	173	127	21	82	66	46	87	69	9	12	100	41	56
- Number of Children	1867	242	122	19	60	18	5	18	594	23	20	38	45	24	12	36	49	79	67	9	48	23	26	45	41	5	4	58	23	35
- In One-Parent Families	389	65	18	-	22	23	-	2	132	2	11	2	20	25	-	2	13	13	27	-	6	5	-	6	-	-	-	13	11	2
- Number of Children	258	43	12	-	13	17	-	1	92	1	8	1	12	19	-	1	11	8	20	-	4	3	-	4	-	-	-	8	7	1
- Lodgers with Families	270	29	9	2	6	4	-	8	71	3	4	1	3	2	2	5	4	10	13	3	5	3	2	3	5	1	2	6	1	5
- Related to Family	171	21	4	2	4	3	-	8	48	2	3	1	3	1	1	-	4	8	4	2	4	3	2	2	5	1	2	5	1	4
No. of 2-Person Households	276	22	6	-	6	5	2	3	87	4	8	6	9	4	-	7	3	16	7	2	3	10	2	4	1	-	1	4	2	2
" " 3 " "	226	29	17	5	4	1	-	2	70	-	3	3	7	6	-	4	10	11	8	2	-	7	1	7	-	-	1	5	5	-
" " 4 " "	215	27	13	3	7	2	-	2	72	-	2	6	6	2	2	4	8	13	9	-	7	4	2	2	4	-	1	4	1	3
" " 5 " "	164	24	13	2	6	1	-	2	51	4	4	2	7	2	2	1	4	5	5	-	2	1	1	5	3	2	1	5	2	3
" " 6 " "	102	13	5	1	4	1	1	1	30	2	1	3	3	1	1	-	4	2	1	4	2	1	2	3	-	-	2	1	1	1
" " 7 " "	69	7	2	-	1	2	-	2	21	-	1	-	-	1	-	4	2	3	3	-	1	-	2	2	-	-	5	2	2	
" " 8 " "	28	3	-	-	1	2	-	-	9	1	-	1	-	1	-	1	1	-	1	1	-	1	1	-	-	-	1	-	1	
" " 9 " "	12	3	2	-	1	-	-	-	3	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	
" " 10+ " "	11	1	1	-	-	-	-	-	5	-	-	-	-	-	-	1	-	2	-	1	-	-	-	-	-	-	-	-	-	
Families with No Children	266	15	5	1	1	3	2	3	92	3	8	5	5	4	-	9	6	17	11	3	2	9	3	5	1	-	1	2	1	1
" " 1 Child	255	41	17	4	12	4	-	4	68	1	3	5	9	4	-	3	6	11	6	1	3	7	1	6	-	-	2	4	3	1
" " 2 Children	236	24	14	3	3	1	-	3	76	1	2	5	9	3	4	3	10	13	5	-	6	6	1	1	5	1	10	4	6	1
" " 3 " "	15B	27	14	3	7	2	-	1	42	2	9	2	6	3	-	1	3	4	5	-	2	1	1	6	2	1	-	4	3	1
" " 4 " "	97	10	5	-	4	-	-	1	38	4	3	3	3	1	1	1	-	4	4	2	3	1	1	2	5	-	-	1	-	1
" " 5 " "	50	4	1	-	1	1	1	-	19	-	-	-	-	1	-	3	2	3	3	-	1	-	2	3	1	-	-	4	2	2
" " 6+ " "	41	8	3	-	2	3	-	-	13	-	-	1	-	2	-	1	2	1	3	-	2	-	1	-	-	-	-	1	-	1
Total Number of Children	2125	285	134	19	73	35	5	19	686	24	28	39	57	43	12	37	60	87	87	9	52	26	26	49	41	5	4	66	30	36
- Pre-School Age	500	67	28	4	15	16	-	4	158	1	4	11	17	10	3	5	12	23	24	3	8	1	4	10	11	5	-	20	17	3
- At Public Elementary	544	81	39	1	27	11	-	3	153	11	3	-	8	8	4	13	6	13	26	-	13	6	14	14	14	-	-	16	3	13
- At Public Secondary	171	14	9	-	4	-	-	1	37	4	1	2	-	-	2	-	6	4	5	-	5	-	1	4	3	-	-	13	2	11
- At Separate Elementary	443	63	32	12	11	4	-	4	176	4	8	19	13	16	1	8	19	28	15	6	10	8	3	9	7	-	2	7	4	3
- At Separate Secondary	58	9	1	2	3	1	-	2	27	-	6	2	2	2	-	2	3	5	-	-	-	-	2	1	2	-	-	-	-	-
- At Other Schools	**100	9	5	-	4	-	-	-	42	1	4	1	5	-	1	3	2	3	6	-	11	1	1	2	1	-	-	3	1	2
Those 14 years + -not at school	312	44	22	-	9	3	5	5	93	3	2	4	12	7	1	6	12	11	11	-	5	4	1	9	3	-	2	7	3	4
Population over 14 of age	2993	345	160	27	79	30	10	39	924	35	51	51	79	45	15	58	81	135	101	15	56	53	26	60	40	5	12	76	30	46
- In Const. Mfg., Manual Work	923	116	54	13	22	11	5	11	312	9	14	23	24	13	6	24	32	47	27	6	20	19	7	23	11	2	5	16	6	10
- In Sales Service, Office Work	316	28	12	1	4	1	2	8	95	3	7	2	1	1	2	3	11	13	16	-	3	10	2	6	8	-	1	18	8	10
- In other Fields	113	9	5	1	-	1	-	2	19	3	3	1	3	1	-	1	-	1	1	1	-	-	2	-	1	-	1	2	2	-
Persons - Out of Work	205	28	12	-	12	4	-	-	82	2	7	3	9	8	1	-	3	12	15	-	5	2	4	8	3	-	-	2	1	1
- Retired	345	40	14	-	7	7	3	9	85	5	2	-	9	7	-	7	7	15	9	5	5	6	3	3	1	-	1	4	2	2
Persons receiving under \$38. weekly	199	22	3	1	5	3	3	7	56	2	1	-	7	5	1	6	3	8	7	5	2	-	3	4	1	-	1	4	3	1
- Between \$39 - \$57.	93	18	11	2	2	1	-	2	16	-	6	2	-	-	1	-	-	3	1	-	1	-	1	-	-	-	-	2	-	2
- \$58 - \$76.	493	60	26	5	10	5	4	10	159	-	4	8	11	6	4	12	23	22	18	4	6	7	3	15	8	-	4	10	3	7
- \$77 - \$104.	516	65	29	7	11	6	3	9	165	7	12	14	16	6	3	7	13	27	15	2	10	6	4	11	10	1	1	18	10	8
- Over \$105. weekly	236	9	5	-	3	1	-	-	81	4	2	2	7	3	-	9	7	9	8	-	6	15	2	2	2	1	2	5	2	3
- Unknown	365	47	23	-	14	8	-	2	116	5	8	3	11	10	-	1	7	19	19	1	8	8	6	7	3	-	-	3	1	2
Nslds. Receiving Financial Aid	119	22	8	-	8	5	-	1	31	3	3	-	2	4	-	-	-	5	2	-	3	1	6	2	-	-	3	2	1	-
Owner Occupied Households	564	55	23	4	13	7	1	7	174	7	9	10	17	9	5	18	25	16	11	2	7	16	5	7	6	-	4	16	8	8
- Reporting a Mortgage	63	8	5	-	2	1	-	-	4	-	-	-	-	-	3	-	-	1	1	-	-	-	-	-	-	-	-	8	5	3
Tenant Occupied Households	539	74	36	7	17	7	2	5	174	4	10	11	15	9	-	3	4	37	26	4	12	8	5	16	8	2	-	10	5	5
- No Monthly Rent Paid	5	1	1	-	-	-	-	-	2	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-
- Monthly Rent Under \$25.	4	1	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
- \$25. - \$49.	76	14	3	2	6	1	1	1	35	1	-	2	-	4	-	1	-	4	1	2	5	3	-	12	-	-	-	-	-	-
- \$50. - \$74.	306	49	28	4	7	5	1	4	97	2	9	6	11	4	-	-	4	23	15	-	5	5	-	4	7	2	-	5	1	4
- \$75. - \$100.	141	9	4	1	3	1	-	-	37	1	1	3	2	1	-	2	-	9	10	1	2	-	4	-	1	-	-	4	3	1
- Over \$100.	7	-	-	-	-	-	-	-	2	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	1	-

* Includes Two Parents Attending School

** Includes Three Parents Attending School

TABLE 13

SUMMARY OF FAMILY HOUSEHOLD CHARACTERISTICS

PAGE 46A

CHARACTERISTICS	WEST OF QUEEN STREET																				YORK STREET												
	SUB-TOTAL	Blocks North of Freeway										SUB-TOTAL	Blocks South of Freeway										SUB-TOTAL	Blocks Under Freeway									
		123	124N	126N	127N	128N	129N	131N	137N	138	139		141	124S	125	126S	127S	128S	129S	130	131	132S		134S	132N	133S	134N	135	136	137S			
Total Structures	213	12	26	24	22	23	21	29	6	26	19	2	217	18	30	29	17	16	11	26	37	26	7	36	3	5	5	7	8	8			
Number of Family Households	283	15	28	25	27	30	23	32	7	34	24	38	271	21	39	36	22	18	15	33	45	33	9	46	4	5	5	10	10	12			
Persons in Family Households	1130	51	117	107	127	144	98	116	38	133	94	105	1068	69	164	155	88	91	63	134	146	118	40	179	14	24	17	39	43	42			
- in Two Parent Families	991	44	109	93	110	130	69	95	36	113	87	105	899	61	136	130	80	63	54	110	133	110	22	144	14	22	14	26	34	34			
- Number of Children	482	20	55	47	62	72	34	39	22	58	44	29	419	22	70	66	36	35	30	52	49	49	10	72	6	14	6	16	17	13			
- in One-Parent Families	78	6	4	9	11	2	16	12	-	12	6	-	80	4	16	13	-	15	6	8	6	2	10	21	-	2	2	11	3	3			
- Number of Children	51	3	3	7	8	1	11	8	-	6	4	-	52	3	10	9	-	11	3	4	4	1	7	12	-	1	1	6	2	2			
- Lodgers with Families	61	1	4	5	6	12	13	9	2	8	1	-	89	4	12	12	8	13	3	16	7	6	8	14	-	-	1	2	6	5			
- Related to Family	37	1	4	1	3	9	7	4	1	6	1	-	55	2	8	6	8	3	1	13	6	4	4	5	-	-	-	-	4	1			
No. of 2-Person Households	68	6	7	2	5	1	6	11	-	10	4	16	78	9	10	4	4	3	6	8	19	14	1	17	2	1	2	6	2	4			
" " 3- " "	59	2	5	7	1	5	3	7	2	8	4	15	56	4	8	9	5	4	1	6	11	6	2	7	-	-	1	1	2	3			
" " 4- " "	55	4	6	2	6	8	4	4	1	6	7	7	53	4	8	10	7	2	1	7	8	4	2	4	1	1	-	1	-	1			
" " 5- " "	48	2	2	10	7	6	2	6	1	4	8	-	27	-	3	5	1	2	3	5	2	5	1	9	-	-	2	-	4	3			
" " 6- " "	22	-	2	4	3	4	5	2	-	1	1	-	29	4	3	4	3	3	1	4	3	2	2	6	1	3	-	-	1	1			
" " 7- " "	20	1	6	-	4	3	1	1	2	2	-	-	14	-	3	2	2	1	2	1	1	1	1	2	-	-	-	1	1	-			
" " 8- " "	7	-	-	-	-	2	1	-	2	2	-	-	8	-	3	1	-	-	1	-	2	1	-	-	-	-	-	-	-	-			
" " 9- " "	4	-	-	-	-	-	-	-	-	-	-	-	2	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-			
" " 10 + " "	-	-	-	-	1	1	-	-	-	1	1	-	4	-	1	-	-	2	-	1	-	-	1	-	-	-	-	-	-	-			
Families with no children	66	3	8	3	6	4	5	12	-	6	3	16	78	11	8	6	5	2	4	8	21	12	1	13	2	-	1	2	3	5			
" " 1 child	65	6	4	5	-	4	4	7	2	13	5	15	66	4	9	9	5	5	4	7	11	9	3	11	-	1	2	5	1	2			
" " 2 children	65	3	6	6	6	11	8	4	1	7	6	7	54	1	11	8	8	4	-	10	5	5	2	7	1	1	1	1	1	2			
" " 3 " "	46	2	2	8	8	5	3	5	1	3	9	-	31	1	3	6	1	3	3	5	3	4	2	8	-	-	1	-	4	3			
" " 4 " "	17	-	4	2	4	1	-	3	1	1	1	-	26	4	5	4	3	1	2	2	3	1	1	5	1	3	-	-	1	-			
" " 5 " "	16	1	4	1	2	3	2	1	1	1	-	-	6	-	-	2	-	1	1	-	1	1	-	1	-	-	-	1	-	-			
" " 6 + " "	8	-	-	-	1	2	1	-	1	3	-	-	10	-	3	1	-	2	1	1	1	1	-	1	-	-	-	1	-	-			
Total Number of Children	533	23	58	54	70	73	45	47	22	64	48	29	471	25	80	75	36	46	33	56	53	50	17	84	6	15	7	22	19	15			
- Pre-school Age	138	7	8	10	15	27	7	10	8	15	9	22	105	5	20	12	5	8	9	18	17	7	5	11	2	5	1	1	-	2			
- At Public Elementary	114	3	20	11	16	10	9	14	6	9	11	5	141	8	32	23	5	21	11	14	9	13	5	39	3	10	1	12	6	7			
- At Public Secondary	51	-	5	10	4	6	2	7	2	12	3	-	44	-	4	12	2	1	5	3	4	9	4	12	1	-	1	6	2	2			
- At Separate Elementary	117	9	12	9	21	19	11	4	3	14	14	1	70	3	8	11	14	8	1	10	8	6	1	10	-	-	3	-	5	2			
- At Separate Secondary	9	1	1	-	1	1	-	1	-	2	2	-	13	1	1	2	1	2	-	1	3	2	-	-	-	-	-	-	-	-			
- At other schools	26	1	3	6	4	4	-	3	-	4	1	-	*18	3	5	-	1	-	1	2	3	*3	-	2	-	-	-	1	1	-			
Those 14 yrs. + - not in school	78	2	9	8	9	6	16	8	3	8	8	1	80	5	10	15	8	6	6	8	9	11	2	10	-	-	-	1	2	5			
Population over 14 yrs. of age	770	32	78	78	76	87	72	90	21	96	63	77	756	52	103	112	66	58	45	90	114	87	29	121	10	10	12	31	28	30			
- In Const. Mfg. Manual Work	238	11	30	25	26	36	18	20	7	24	22	19	216	12	43	36	23	13	10	30	24	19	6	25	2	2	3	7	6	9			
- In Sales Service Office Work	86	2	4	4	13	5	7	13	4	13	8	13	70	8	3	8	5	9	3	7	17	8	2	19	1	1	2	7	5	3			
- In other fields	42	-	1	2	-	6	1	11	3	4	2	12	35	4	1	4	-	1	2	8	3	10	2	6	1	1	1	1	1	1			
Persons - out of work	42	4	2	4	8	4	13	3	-	3	1	-	48	1	11	6	4	6	3	3	3	7	4	3	-	-	-	1	-	2			
- Retired	80	5	11	9	2	5	19	13	-	12	4	-	111	13	7	14	10	10	5	8	27	12	5	25	1	2	2	2	6	12			
Persons Receiving under \$38. weekly	41	3	7	3	1	4	7	5	-	8	3	-	57	9	5	4	5	2	4	2	16	6	4	19	1	1	1	1	5	10			
- between \$39 - \$57 weekly	24	-	2	3	1	5	-	4	1	3	5	-	30	1	1	3	4	7	1	6	4	2	1	3	-	1	-	-	2	-			
" " \$58 - \$76 "	126	2	16	17	17	11	13	14	5	12	16	3	123	10	22	22	11	5	7	12	18	12	4	15	2	2	2	4	3	2			
" " \$77 - \$104 "	122	6	15	1	14	14	9	12	4	19	11	17	125	7	16	20	12	8	7	24	14	13	4	21	2	1	3	3	4	8			
- Over \$105 weekly	95	5	3	10	7	17	4	14	4	7	-	24	37	4	8	3	1	2	-	4	7	7	1	9	-	-	1	4	2	2			
- Unknown	80	6	5	10	9	5	25	11	-	7	2	-	108	7	13	16	9	15	4	8	15	16	5	11	-	1	1	2	2	5			
Holds, receiving financial Asst.	22	1	2	2	3	1	4	6	1	2	-	-	35	2	1	5	2	6	4	3	6	5	1	6	-	1	1	2	1	1			
Owner occupied	165	10	22	16	19	20	16	20	5	22	15	-	140	11	14	17	18	10	3	20	22	20	5	14	1	1	1	2	3	6			
- Reporting a mortgage	14	1	2	2	-	1	1	-	-	6	1	-	27	1	1	4	8	2	1	4	2	3	1	2	-	-	-	1	1	-			
Tenant occupied	118	5	6	9	8	10	7	12	2	12	9	38	131	10	25	19	4	8	12	13	23	13	4	32	3	4	4	8	7	6			
- No monthly rent paid	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
- Monthly rent under \$25.	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
" \$25. - \$49.	8	-	-	-	-	3	3	-	-	2	-	-	18	1	5	3	1	-	3	-	5	-	-	1	1	-	-	-	-	-			
" \$50. - \$74.	46	2	6	3	7	7	4	9	-	3	5	-	85	8	16	10	1	4	8	10	13	12	3	24	2	4	-	4	5	4			
" \$75. - \$100.	58	3	-	4	1	-	-	3	1	5	3	38	27	-	4	6	2	4	1	3	5	1	1	6	-	-	-	2	2	2			
" Over \$100.	2	-	-	-	-	-	-	1	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-			

* Includes one parent attending school.

5% are in business or vocational schools. Nearly a quarter (23%) of the Area's children are below school age while most of the remaining 15% are over 18 years of age and in the labour force.

The age groupings designed for the survey do not permit an accurate estimate of the family labour force, normally defined as the number of persons 15 years of age and over who are employed or seeking employment. However, it is known that 2,993 family persons are 14 years of age and over. Of these, 1,557 (52%) are employed or looking for work and may thus be considered to constitute the labour force. Employment is divided as follows: in construction and manufacturing industries (including the steel industry) - 68%; in sales, service and clerical positions - 23% and in other - 9%. The majority of those employed in sales, service or clerical positions are working wives, while most of those working in other fields are professional people.

The survey also indicates an unemployment rate of 13.5% for the renewal area labour force, counting both family and non-family households. Although this high rate may in part be due to the inclusion of 14-year-olds, it is still more than five times higher than the current rate of 2.5% for the province of Ontario as a whole. High unemployment is of course associated with above average welfare assistance for the area and substandard housing.

Of the 1,436 family adults (14 years of age and over) not in the labour force, 345 (24%) are retired, 352 (25%) are children 14 years of age and over attending school, while most of the remainder are housewives.

The high unemployment rate and the number of retired persons are largely responsible for the large number in the 'unknown' income category. In the survey only 46 families with 168 dependents reported being on welfare although another 14 families with 33

dependents were believed to be receiving some form of welfare assistance. Seventy-three persons stated they were on some form of pension, primarily industrial. Although the amount of welfare, pension or assistance payments was not asked, it is probable that at least 70% of the persons in the 'unknown' income category receive less than \$57 a week.

Of the 1,537 persons for whom income information was obtained, 19% receive under \$57 a week, while one-third receive between \$58 and \$76 and another third between \$77 and \$104 weekly. Most of the family workers who made over \$105 a week admitted to earning only slightly more than this amount.

The 1,103 family households are located in 868 structures, an average of 1.27 units per structure. Although 564 (65%) of these structures are owner-occupied, some 157 structures (18%) are shared by two or more households. Where this doubling up occurs in an owner-occupied house, the second household is classed as a tenant; in other cases both households are tenants. Over all, family households are divided between household ownership (51%) and tenancy (49%) in an almost equal measure. Monthly rents paid by tenant families are predominantly (57%) in the \$50 to \$74 range, with 16% of all families paying less than \$50 and 27% paying more than \$75 a month. Considering that close to half of all income recipients receive more than \$77 a week but nearly three-quarters pay less than \$75 a month in rent, it is evident that many families are spending less than a quarter of their monthly income on rent and could afford to rent better accommodation. Ability to pay however is not the same as willingness to do so, as long as low-rent housing is available.

Summary of Non-Family Households

There are 154 non-family households in the Area, of which the majority (112) are one-person households consisting of the old age

pensioners and single working persons (Table 14). The remaining 42 of these households consist of the household head and lodgers, of whom there are 32. These 42 households thus comprise 124 persons, or 53% of the non-family household population, and they contain an average of three persons per household.

Slightly over one-third of the Area's non-family persons are over 60 years of age and retired while 58% of the other two-thirds are in the labour force, mostly in construction and manufacturing doing manual labour. About 10% of the non-family labour force is unemployed.

Wage and income data were unavailable for a quarter of all non-family persons since precise information was not requested of those persons who were out of work or retired. Sixty-four of the 90 retired persons receive the old age pension, while others receive an unknown amount of financial aid (primarily from industrial pensions) or draw on their savings. Only two of the 24 unemployed non-family persons reported receiving any welfare assistance. However it is assumed that most persons in the 'unknown' category receive less than \$57 a week from all the above sources of income.

Of the 175 non-family persons for whom income information is available, an equal proportion (38%) receive under \$38 and over \$77 a week while the remaining 24% receive between \$39 and \$76 weekly, mostly at the higher end of this range. When wage and income data are compared with the rents paid by non-family persons, a similar low ratio of rent-to-income appears to that found for family households. While 62% of the non-family persons receive more than \$77 a week, 89% pay less than \$75 and 52% pay less than \$50 a month in rent.

Table 14 - Summary of Non-Family Household Characteristics

Characteristic	Total	E. of Queen St.		W. of Queen St.		York St.	Woodbine Crescent
		North of Freeway	South of Freeway	North of Freeway	South of Freeway	Under Freeway	
Total Structures	85	8	33	19	21	2	2
No. of Non-family households	154	24	55	27	35	10	3
Persons in non-family hsls.	236	38	103	35	44	11	5
No. of							
1-person hsls.	112	16	35	21	30	9	1
2 " "	25	4	11	4	3	1	2
3 " "	7	2	2	2	1	-	-
4 " "	4	2	2	-	-	-	-
5+ " "	6	-	5	-	1	-	-
Persons over 60 years of age	81	15	29	14	16	4	3
Persons employed:							
- in const. mfg. work	70	15	34	6	13	2	-
- in sales service work	27	4	13	4	3	2	1
- in other fields	16	2	3	5	4	2	-
Persons							
- unemployed	24	2	13	7	2	-	-
- retired	90	13	33	13	22	5	4
- unknown	9	2	7	-	-	-	-
Persons receiving							
- under \$38 wkly.	66	12	23	11	13	4	3
- betw. \$39-\$57	9	3	4	1	1	-	-
- " \$58-\$76	34	9	18	2	2	3	-
- " \$77-\$104	45	7	15	9	14	-	-
- over \$105 wkly.	21	2	10	3	3	3	-
- unknown	61	5	33	9	11	1	2
Invested income	23	1	13	2	5	1	1
Persons receiving financial aid	23	3	6	4	9	1	-
Owner-occupied hsls.	71	6	27	16	18	2	2
- with lodgers	22	4	10	4	2	1	1
Tenant-occupied hsls.	83	18	28	11	17	8	1
No monthly rent pd.	-	-	-	-	-	-	-
Monthly rent							
under \$25	6	6	-	-	-	-	-
Betw. \$25-\$49	40	2	21	-	10	7	-
" \$50-\$74	28	10	7	3	6	1	1
" \$75-\$100	9	-	-	8	1	-	-

Fifty-four per cent of non-family persons are tenants, many of them lodgers, while 84% of the structures containing non-family households are occupied by their owners. While non-family households are dispersed throughout the Area, the greatest concentration is found south of the Freeway (58%) in the south-east quadrant (35%).

Summary of Senior Citizens

Of the 9% of the Area's population which is over 60 years of age, 339 or 81% are members of a family household (see Table 15). Of this group, 64 couples maintain their own household, 182 persons live with relatives and 29 persons are lodgers in a family household to which they are unrelated. Well over half (57%) are old age pensioners and close to a quarter (24%) have some private source of income such as an industrial pension or receive financial assistance.

The other 81 senior citizens are members of non-family households and are divided almost equally between those single persons who maintain a household on their own (40) and those who share accommodation with one or more unrelated persons (41). Of this group 79% receive the old age pension and 29% have some private savings or other form of income.

Altogether, 90% of the older residents are retired and 61% of these receive the old age pension. The remaining 40 persons are part of the labour force and are mostly employed in construction and manufacturing work and to a lesser degree in sales, service or clerical work. Eight are currently unemployed and looking for work; this number would undoubtedly be increased by the inclusion of those persons who are involuntarily "retired".

As before, the large 'unknown' income category denotes the 123 retired persons, eight unemployed and five employed persons for whom no accurate information is available. Again, it is assumed that the

Table 15 -

Summary of Characteristics
Persons Over 60 Years of Age

Characteristics	Total	E. of Queen St.		W. of Queen St.		York St.	Woodbine
		North of Freeway	South of Freeway	North of Freeway	South of Freeway	Under Freeway	Crescent
Total Households	283	38	72	65	82	18	8
Total Persons	420	50	110	96	127	26	11
(A) Non-family -	81	15	29	14	16	4	3
-in 1-person hshd.	40	7	8	7	13	4	1
-in other non-family hshds.	41	8	21	7	3	-	2
-receiving old age pension	64	10	23	11	13	4	3
-receiving financial aid ¹	13	2	3	2	5	1	-
-with invested income	11	1	6	-	3	-	1
(B) Family -	339	35	81	82	111	22	8
-in 2-person hshds.	128	4	34	32	47	7	4
-in other family hshds.	211	31	47	50	64	15	4
-in related family hshds.	182	26	39	46	53	14	4
-receiving old age pension	193	21	56	41	53	17	5
-receiving financial aid ¹	53	7	6	14	24	2	-
-with invested income ¹	29	1	8	7	8	4	1
Persons Employed							
-in const. mfg. manual work	21	4	2	3	11	-	1
-in sales service clerical	6	-	1	2	2	-	1
-in other fields	1	-	-	1	-	-	-
-unemployed	8	2	3	-	3	-	-
-retired	380	43	101	90	111	26	9
-unknown	4	1	3	-	-	-	-
Weekly wage or income							
-under \$38	257	33	78	52	66	21	7
-\$39-\$57	4	2	-	-	2	-	-
-\$58-\$76	14	1	2	3	7	-	1
-\$77-\$104	7	1	1	1	4	-	-
-over \$105	2	-	-	1	-	-	1
-unknown	136	13	29	39	48	5	2
Owners	190	14	45	51	57	16	7
Tenants	230	36	65	45	70	10	4
-monthly rent ²							
-none ³	93	11	23	19	34	4	2
-under \$25	21	13	8	-	-	-	-
-\$25-\$49	77	9	27	20	14	5	2
-\$50-\$74 1	18	3	4	1	10	-	-
-\$75-\$100	2	-	-	-	2	-	-
-over \$100	-	-	-	-	-	-	-
-unknown	19	-	3	5	10	1	-

(1) Includes some persons who also receive the old age pension.

(2) Monthly rent is calculated on a per person basis when one dwelling unit is shared by two or more senior citizens.

(3) Representative of non-paying persons residing with related families.

income of most of the persons in this category would be less than \$57 a week.

Sixty-seven per cent of all senior citizen households are owner-occupied compared with 51% of all family and 46% of all non-family households. However, tenant residents comprise 55% of all senior citizens; this reflects the large number of lodgers. Rental charges are reasonably low, with 83% of all tenants paying less than \$50 a month, and 40% paying no rent for their accommodation with relatives. With 92% of senior citizens receiving less than \$57 a week and 83% paying up to \$50 a month in rent, it would appear that the rent-to-income ratio for many senior persons is unfavourable. This might not be true in the light of specific figures of income and rent and if data for the unknown categories for both rent and income were available.

Although senior citizens along the York Street frontage are most numerous in proportion to that Area's total population, the greatest concentration of this age group is located west of Queen Street (53%) particularly in the south-west quadrant (30%) (see Table 12).

Summary of Other Data

A summary of other data collected in the current survey is discussed in the following section and shown in Table 16.

An average of 13 vehicles are owned by every 100 persons in the scheme area, with the ratio ranging from a low of 11 in the south-east quadrant to a high of 18 on Woodbine Crescent. Only half of these vehicles had off-street parking facilities in drive-ways, or on nearby vacant lots and service stations. In this respect, it is interesting to note that only 58% of the Area properties had driveways or were of sufficient lot size to accommodate a driveway.

Table 16 - Summary of Other Household Characteristics

Characteristic	Total	E. of Queen St.		W. of Queen St.		York St.	Woodbine
		North of Freeway	South of Freeway	North of Freeway	South of Freeway	Under Freeway	Crescent
<u>Vehicle Ownership</u>							
-% hslds.							
-owning vehicles	54.4	53.2	45.1	63.4	53.8	59.6	80.8
-owning cars	52.1	52.4	42.2	60.3	53.1	55.3	73.1
-owning trucks	2.3	0.8	2.9	3.1	0.7	4.3	7.7
-% vehicles with off-street parking facilities	50.9	48.4	41.4	54.1	45.2	78.6	52.4
-vehicles per 100 persons	13	12	11	16	14	15	18
<u>Travel Distance to Work</u>							
-% persons							
-less than 1 mi.	14.9	18.9	19.6	8.2	16.1	22.6	15.0
-1-3 mi.	46.8	58.9	41.1	45.4	48.8	48.4	55.0
-more than 3 mi.	38.3	22.2	39.3	46.4	35.1	29.0	30.0
<u>Length of Residence</u>							
-% hslds.							
-less than 1 yr.	22.0	24.6	23.1	22.3	18.9	27.6	16.0
-1-4 yrs.	26.2	23.0	24.8	26.7	26.4	27.6	52.0
-5-9 yrs.	21.2	26.2	19.9	21.9	21.5	17.2	12.0
- 10 yrs. & over	30.6	26.2	32.2	29.1	33.2	27.6	20.0
<u>Housing Preference, if Relocated¹</u>							
-% hslds.							
-would build house	0.7	-	0.6	-	4.4	-	-
- " buy house	54.2	50.0	55.7	56.8	30.4	37.5	62.1
- " rent "	16.2	50.0	12.4	17.4	28.3	37.5	24.1
- " rent apt.	3.8	-	3.7	1.1	6.5	25.0	13.8
-undecided	25.1	-	27.6	24.7	30.4	-	-

(1) Based on a 50% sample.

Public or private transportation to work is necessary for many workers in the Area as over a third (38%) reside more than three miles from their place of work. The majority of Area workers (47%) travel between one to three miles to work with the highest proportion occurring in the north-east quadrant (59%) and on Woodbine Crescent (55%). Only 15% of all Area workers are within one mile of their place of work.

Relatively few of the residents stay in the Area for very long, although the Area itself is one of long standing and there are a considerable number of people who have lived there for many years. This is shown by the fact that 30% of the households have been in

the Area for more than ten years. On the other hand, 22% of all households have come into the Area within the past one year and nearly half (48%) of all households have lived there for less than five years. The areas of greatest movement are York Street west of Locke Street and Woodbine Crescent where 55% and 16% respectively of households have moved within the last four years.

The section of the questionnaire relating to the type of accommodation preferred, should renewal plans force the residents to relocate, was used for only half of the interviews. This sample was expanded and considered to be representative of Area opinion as a whole. Although a quarter of the householders were undecided, most householders indicated a preference for a house (71%) and in particular, home ownership (54%). It should be noted that the areas where present home ownership predominates coincide with the areas of greatest preference for future home ownership. Only 4% of the householders requested apartment accommodation, this proportion being representative of the occupants of York Street flats, i.e. childless couples and senior citizens.

4. COMMERCIAL-INDUSTRIAL CHARACTERISTICS

A survey was conducted of all the commercial and industrial establishments in the York Street Area both as a guide to the physical planning and to the potential requirements of relocation.

Each business was visited by an interviewer who requested of the owner, manager or other responsible person information relating to the number of employees, size and adequacy of the building, rent, length of occupancy, amount of parking, plans for expansion, renovation or relocation and any general comments concerning the business location. A sample copy of the survey form which was filled out for each business is included as Appendix II.

The results of the survey are summarized in Table 17 which lists data on the number of business establishments, the number of employees and the total floor area (separated into ground floor space and other floor space). This was obtained for each type of use as well as for vacant space in each of the quadrants which comprise the Area (see Map 13). The only buildings excluded from the survey are those related to the C.N.R. freight yard which include a large new freight terminal and several small auxiliary buildings.

Table 17 shows that the 37 retail businesses in the Area as a whole employ 97 persons and occupy about 65,000 square feet of floor space, mostly on the ground floor. The majority of these are located along York Street although there are a number of small grocery stores or corner confectionery stores scattered throughout the entire area.

The 46 'service' businesses (including barber, laundry, dry cleaning and watch repair shops) employ 148 persons and occupy 90,000 square feet of floor space. These are again mainly located on the ground floor and the majority are located along York Street. The seven offices in the Area occupy 23,000 square feet of floor space in widely scattered locations.

Table 17 -

Summary of Commercial and Industrial Characteristics

AREA	Total for York St. Scheme	South-East			South-West			North-West		North-East	
BLOCK NUMBERS	100 to 149	100 101 102 103 104 105 111S	112 113 114 115 116 117 118	119 120 144 145 146 147	124S 125 126S 127S 128S 129S 130	131 132 133S 134 135 136 137S	148 149	123 124N 126N 127N 128N 129N 133N	137N 138 139 141	106 107 108 109 110 111N 121	122 140 142 143
Characteristic											
<u>RETAIL</u>											
-Number of Establishments	37		21			13		1			2
-Number of Employees	97		58			33		2			4
-Total Floor Space (sq.ft.)	64,650		31,850			30,500		1,100			1,200
-Main Floor	47,150		26,350			18,800		800			1,200
-Other Floors	17,500		5,500			11,700		300			-
<u>SERVICE</u>											
-Number of Establishments	46		26			19		-			1
-Number of Employees	148		84			58		-			6
-Total Floor Space (sq.ft.)	90,570		40,800			39,370		-			10,400
-Main Floor	59,470		30,900			25,370		-			3,200
-Other Floors	31,100		9,900			14,000		-			7,200
<u>OFFICE</u>											
-Number of Establishments	7		4			3		-			-
-Number of Employees	104		88			16		-			-
-Total Floor Space (sq.ft.)	23,300		21,800			1,500		-			-
-Main Floor	14,700		13,200			1,500		-			-
-Other Floors	8,600		8,600			-		-			-
<u>AUTOMOTIVE</u>											
-Number of Establishments	20		9			8		-			3
-Number of Employees	100		59			34		-			7
-Total Floor Space (sq.ft.)	62,750		42,500			18,450		-			1,800
-Main Floor	54,750		37,500			15,450		-			1,800
-Other Floors	8,000		5,000			3,000		-			-
<u>PRIMARY MANUFACTURING</u>											
-Number of Establishments	9		3			2		-			4
-Number of Employees	1,153		180			427		-			546
-Total Floor Space (sq.ft.)	564,500		120,000			222,000		-			222,500
-Main Floor	346,500		90,000			64,000		-			192,500
-Other Floors	218,000		30,000			158,000		-			30,000
<u>SECONDARY MANUFACTURING</u>											
-Number of Establishments	20		12			1		1			6
-Number of Employees	534		464			3		10			57
-Total Floor Space (sq. .	333,800		265,800			1,200		6,000			60,800
-Main Floor	162,600		111,100			1,200		4,500			45,800
-Other Floors	171,200		154,700			-		1,500			15,000
<u>WAREHOUSE & WHOLESALE</u>											
-Number of Establishments	22		13			1		1			7
-Number of Employees	437		291			2		30			114
-Total Floor Space (sq.ft.)	394,400		188,800			2,400		6,000			197,200
-Main Floor	319,800		138,900			1,200		6,000			173,700
-Other Floors	74,600		49,900			1,200		-			23,500
<u>SCRAP YARDS</u>											
-Number of Establishments	10		6			-		-			4
-Number of Employees	85		69			-		-			16
-Total Floor Space (sq.ft.)	44,000		37,500			-		-			6,500
-Main Floor	24,500		18,000			-		-			6,500
-Other Floors	19,500		19,500			-		-			-
<u>VACANT</u>											
-Number of Establishments	22		14			7		-			1
-Total Floor Space (sq.ft.)	41,300		23,800			-		-			3,000
-Main Floor	30,500		13,000			14,500		-			3,000
-Other Floors	10,800		10,800			14,500		-			-
<u>TOTAL</u>											
-Number of Establishments	193,164*		87			47		3			27
-Number of Employees	2,658		1,293			573		42			750
-Total Floor Space (sq.ft.)	1,619,270		772,850			329,920		13,100			503,400
-Main Floor	1,059,970		478,950			142,020		11,300			427,700
-Other Floors	559,300		293,900			187,900		1,800			75,700

*The total number of active establishments is 164. Due to duplication of several establishments with more than one activity, or with some vacant space, the total of establishments classified (including vacancies) is 193.

Automotive uses include service stations, repair shops and new and used car sales offices. The twenty automotive businesses employ 100 persons and occupy 63,000 square feet of floor space, virtually all of which is on the ground floor.

A steel rolling mill, a tobacco products plant, an asphalt products plant and a foundry are included in the nine "primary manufacturing" industries in the Area. These employ over 1,100 people and occupy over 550,000 square feet of floor space, about two-thirds of it on the ground floor. Four of these plants are in the north-east quadrant while the remainder are dispersed throughout the area adjacent to residential uses.

"Secondary manufacturing" includes twenty businesses employing over 500 people and occupying 330,000 square feet of floor space. Slightly over half of this space is on upper floors or in basements.

There are 21 "warehouse" and "wholesale" uses which employ over 400 persons. They occupy nearly 400,000 square feet, and are all located in the eastern quadrants. There is naturally a considerable amount of truck activity associated with these uses and some of the warehouses are used exclusively as truck depots. Truck drivers or delivery men account for a considerable portion of the total employment.

The ten "scrap yards" in the Area employ 85 persons and while occupying only 44,000 square feet of floor space, their site areas total about 4.5 acres. The yard areas are devoted to the open storage of scrap metal, old cars and car parts, and accordingly represent the most unsightly uses in the Area, except for one or two instances where the yards have been neatly fenced. These scrapyards are all located in the two eastern quadrants, with all but one being east of Hess Street.

There are 22 vacant locations in the York Street Area consisting of about 40,000 square feet of floor space. Many of these are

small vacant stores along York Street, a few are vacant buildings, and several others are substantial vacant areas within buildings. In most cases, the vacant buildings or stores are in poorer than average condition. There are also a number of small areas within buildings, i.e. the second or third floors of small commercial buildings, which are at best only partly used. These areas are functionally useless and have not been included here.

The total number of business establishments, excluding vacancies, is 164. (The total of the numbers in each category is somewhat greater - 171 plus 22 vacancies - due to duplication of businesses with more than one type of activity.) These 164 businesses employ 2,658 persons and occupy 1,570,000 square feet of floor space, 1,020,000 of which is on the ground floor.

The distribution of the businesses, employment and floor space has well-defined characteristics. The north-east quadrant has many large industrial types of operations, presumably influenced to locate there because of proximity to the waterfront or railroads. The total of 27 businesses in the quadrant employ 750 persons and occupy about 500,000 square feet of floor space. The businesses in the south-east quadrant are mainly smaller manufacturing plants or commercial uses, apparently congregating in that area because it is close to both York Street and downtown. The portion of the south-east quadrant to the east of Hess Street has 76 businesses employing nearly 1,000 persons and occupying about 500,000 square feet. The central portion of the southern quadrants (between Ray and Hess Streets) has 38 businesses employing 800 people and also occupying about 500,000 square feet of floor space. The primary use in the remainder of the south-west quadrant and in the north-west as well is residential. There are 30 businesses employing only 150 persons and occupying about 100,000 square feet of floor space in this area, most of them on York Street.

Ninety (55%) of the 164 businesses in the York Street Area occupy premises which they own. This proportion of ownership to rental is remarkably consistent, averaging slightly over 50% for the northern and southern quadrants and remaining the same for the eastern and western halves. The proportion of ownership is somewhat smaller (45%) for the commercial type of uses (retail, service and office) than for the other uses (manufacturing, warehouse, etc.), where the figure is 65%.

The average length of occupancy of the 157 businesses reporting is 17 years. The commercial uses (retail, service and office) have an average occupancy of 13 years which is considerably less than that of the other uses, which have been in their present locations, on the average, since 1943 (22 years). Eleven businesses have been at their present sites since before 1910, nine since sometime between 1910 and 1930, 84 since between 1930 and 1960 and 53 businesses have arrived since 1960. These occupancy periods did not allow for businesses which were located nearby before their last move, nor for similar businesses conducted on the same site before the arrival of the present owner. The average lengths of occupancy show very little variation between different parts of the scheme area.

Seven firms, six of which are medium to large manufacturers, stated that they needed more building space but that it was not conveniently available. Most of these firms were considering building expansion but shortage of land often made it difficult. The survey showed 22 vacant locations but since these are mainly small vacant stores along York Street, and none of them are large (only one vacant location is over 3,000 square feet), they are of little use to manufacturing plants seeking additional or alternative space.

Unlike the manufacturing plants the commercial uses have no apparent problem with lack of floor space. There are some possible

explanations for this difference. First, the commercial uses are generally much smaller and more mobile (average size of 2,000 feet and occupancy of 13 years versus 30,000 square feet and 22 years for manufacturing uses) and can thus more easily take advantage of alternate larger locations. Secondly, there are a substantial number of vacancies, even though in very poor condition, which provide some choice of alternative space of the right size and in the vicinity of the commercial uses.

Rental information was obtained from 36 of the 164 businesses operating within the scheme area. Information was obviously not available from the 90 businesses which own their own premises and, in the remaining cases, the person interviewed did not know the rent or did not wish to divulge it, or else the actual rent was not representative for some special reason (such as inter-family arrangements) and was therefore not listed. Rents per square foot are usually higher for small spaces than for large ones because the small ones occupy a disproportionately high street frontage. For this reason, average rents were calculated by dividing the total rent for all the businesses by the total floor area occupied by all of them, thus giving proper "weighting" to the rental rate for large businesses. Information on rents for basement or second storey space was very limited and only indicated that rents were much lower than for ground floor space. It was assumed in the calculations that occupied floor space on upper floors or in basements was worth half as much as ground floor space.

Average rent for the 29 commercial uses (retail, service, and office) which reported information was \$0.90 per square foot of ground floor space per year. Rental rates for individual buildings varied widely depending on their size, location and condition but the figure listed above is representative of the generally poor condition of the buildings and of the marginal nature of most commercial operations.

Equally low were the average rents for the seven industrial categories reporting, which were calculated to be \$0.75 per square foot of ground floor space per year. The buildings concerned were all relatively small (2,700 square feet average compared to an average of 17,000 square feet for all industrial uses) and were judged to be of slightly better than average construction quality. It is therefore assumed that \$0.60 per square foot per year is more representative of the average value of ground floor space in industrial types of buildings.

5. FINANCIAL CHARACTERISTICS

Table 18 shows assessed value and tax revenue data on a block basis for properties within the scheme area. Area properties are assessed at close to \$9 million of which 37% constitutes residential assessment, 46% represents non-residential assessment and 17% is business assessment.

The generally poor condition of York Street buildings and the many small commercial-industrial operations (e.g. scrap yards) are reflected by a non-residential building assessment only 3.5 times greater than the assessed value of the land they occupy. Residential buildings on the other hand have an assessed value 4.5 times greater than residential land assessment, due to low land values and small residential building lots rather than building quality.

On an Area average, assessed land values per square foot amount to \$0.23 with the highest land values (over \$0.50 per square foot) in blocks in the south-east quadrant adjacent to Civic Square and the lowest \$0.15 per square foot or less) in the blocks north of the proposed Freeway. When land and building assessments are combined, values per square foot in the south-east quadrant increase

TABLE 18 - FINANCIAL CHARACTERISTICS

BLOCK NO.	AREA IN ACRES	ASSESSMENT \$									TAX REVENUES \$					
		RESIDENTIAL			NON-RESIDENTIAL			BUSINESS TOTAL	TOTAL ASSESSMENT	PER SQ.FT. AREA		PRATY		BUSINESS TAXES	TOTAL REVENUE	
		LAND	BUILDING	TOTAL	LAND	BUILDING	TOTAL			LAND	TOTAL	RESIDENTIAL	NON-RES.			
100	3.14	8,650	30,720	39,370	31,980	246,860	278,840	128,860	446,270)	0.31	3.35	2,612	20,393	9,366	32,371	
		1,850	9,940	11,790		11,790			Exempt							
101	1.69	12,430	33,770	46,200	48,830	63,390	112,220	17,900	176,320	0.82	2.35	3,065	8,207	1,309	12,581	
102	5.72	9,930	39,530	48,560	69,870	163,600	233,470	110,030	392,060)	0.34	1.61	3,222	17,075	8,047	28,344	
		7,120	2,000	9,120					Exempt							
103	2.42	12,960	68,070	81,030	14,190	57,840	72,030	26,520	179,580	0.26	1.71	5,376	5,268	1,940	12,584	
104	1.97	5,970	32,120	38,090	10,590	23,710	34,300	8,500	80,890	0.19	0.95	2,576	2,509	622	5,658	
105	2.67				17,680	113,190	130,870	48,260	178,530	0.15	1.54		9,527	3,530	13,057	
106	2.61				20,150	113,060	133,210	49,470	182,680	0.18	1.60		9,742	3,618	13,360	
107	5.57	19,640	116,860	136,500	12,010	10,030	22,040	5,580	164,120)	0.13	0.68	9,056	1,612	408	11,076	
		470		470					Exempt							
108	4.34				20,250	172,450	192,700	112,980	305,680	0.11	1.62		14,093	8,263	22,356	
109	6.22	5,170	17,500	22,670	29,000	133,440	162,440	89,170	274,280	0.13	1.01	1,504	11,880	6,522	19,906	
110	1.48	7,880	39,420	47,300	5,570	7,560	13,130	5,770	66,200	0.21	1.03	3,138	960	422	4,520	
111N	0.77	4,500	29,340	33,840	1,080	3,420	4,500	1,120	39,460	0.17	1.27	2,245	329	82	2,656	
111S	0.74	5,390	17,140	22,530	2,080	580	2,660	230	25,420	0.23	0.79	1,495	195	17	1,707	
112	2.17	11,860	47,650	59,510	4,010	26,910	32,920	16,290	108,720)	0.17	1.15	3,948	2,408	1,191	7,547	
		40		40					Exempt							
113	2.17	13,660	67,870	81,530	3,540	5,730	9,270	1,530	92,330	0.18	0.98	5,409	678	112	6,199	
114	3.55	29,170	122,500	151,670	16,170	44,270	60,440	14,520	226,630)	0.30	1.47	10,063	4,420	1,062	15,545	
		790		790					Exempt							
115	3.36	24,190	85,300	109,490	21,080	64,970	86,050	24,830	220,370	0.31	1.51	7,264	6,293	1,816	15,373	
116	2.15	2,810	15,920	18,730	13,630	171,630	185,260	111,140	315,130)	0.19	3.68	1,243	13,549	8,128	22,920	
		1,340	27,970	29,310					Exempt							
117	1.31	13,510	58,720	72,230	17,770	51,490	69,260	28,350	169,840	0.55	2.98	4,792	5,065	2,073	11,930	
118	2.82	12,480	52,900	65,380	26,090	62,090	88,180	49,700	183,260)	0.38	2.48	4,338	6,449	2,172	12,959	
		7,930	112,700	120,630					Exempt							
119	2.04	5,370	28,360	33,730	8,990	158,510	167,500		201,230	0.16	2.26	2,238	12,250	14,488		
120	1.59	7,930	26,900	34,830	160	800	960	480	36,270)	0.13	0.60	2,311	70	35	2,416	
		690	4,960	5,650					Exempt							
121	2.87				14,110	74,940	89,050	48,420	131,470	0.11	1.10		6,513	3,541	10,054	
122	4.18				21,780	191,060	212,840	124,380	337,220	0.12	1.85		15,566	9,997	24,663	
123	1.07	4,880	28,850	33,730	2,190	11,430	13,620	7,890	55,240	0.15	1.28	2,238	996	577	3,811	
124H	1.16	6,490	57,390	64,420	3,800	14,500	18,300	13,720	96,440	0.20	1.92	4,274	1,338	1,003	6,615	
124S	4.21	14,300	61,350	75,650	25,870	215,940	241,810	133,740	451,200	0.22	2.46	5,020	17,685	9,781	32,486	
125	4.52	25,770	91,350	117,120	33,870	98,080	131,950	32,090	281,160	0.30	1.43	7,771	9,650	2,347	19,768	
126H	1.54	8,010	59,600	67,610	90	480	570	140	68,320	0.12	1.02	4,486	42	10	4,538	
126S	2.23	15,300	64,990	80,290	15,960	45,250	61,210	15,080	126,580	0.32	1.61	5,327	4,477	1,103	10,907	
127H	1.65	10,840	52,710	63,550	200	600	800	64,650	121,210	0.15	0.90	4,216	59	22	4,297	
127S	1.90	13,630	53,670	67,300	12,820	21,630	34,450	10,460	112,210	0.32	1.36	4,465	2,520	765	7,750	
128H	1.57	10,000	55,400	65,400					65,400	0.15	0.96	4,739			4,739	
128S	1.22	11,360	42,380	53,740	3,180	10,260	13,440	3,780	70,960	0.27	1.34	3,566	983	276	4,825	
129H	1.83	9,870	57,930	67,800					67,800	0.12	0.83	4,498			4,498	
129S	0.69	10,330	50,610	60,940	2,150	6,880	9,030	1,970	61,810	0.28	2.06	3,371	660	144	4,175	
130	1.77	19,230	80,370	99,600	5,780	2,380	8,160	2,030	109,790	0.32	1.42	6,608	597	148	7,353	
131	3.69	34,480	111,890	146,370	8,570	15,180	23,750	4,440	174,560	0.27	1.09	9,711	1,737	325	11,773	
132	2.36	22,560	71,650	94,210	8,180	6,750	14,930	1,320	110,460	0.30	1.07	6,251	1,092	97	7,440	
133H	2.68	20,580	90,470	111,050	80	630	710	350	112,110	0.18	0.96	7,568	532	26	7,446	
133S	0.52	5,110	11,310	16,420	6,230	19,830	26,060	6,510	48,990)	0.59	2.26	1,090	1,906	476	3,472	
		1,860		1,860					Exempt							
134	2.17	13,380	45,900	59,240	14,100	61,720	75,820	40,950	176,010	0.29	1.87	3,931	5,545	2,995	12,471	
135	0.96	8,500	23,230	31,730	2,790	3,950	6,740	1,570	40,140	0.27	0.96	2,112	493	115	2,720	
136	0.62	6,270	19,620	25,890	3,430		3,430		29,320	0.36	1.09	1,718	251		1,969	
137	1.03	12,260	51,400	63,660	2,200	5,220	7,420	2,350	73,430	0.32	1.64	4,224	543	172	4,939	
138	2.32	15,600	72,150	87,750					87,750	0.15	0.87	5,822			5,822	
139	1.46	7,420	44,810	52,230	800		800		53,030	0.13	0.83	3,465	59		3,524	
140	27.70															
141	1.08	7,530	120,340	127,870	208,040	291,030	499,070	61,680	560,750	0.17	0.87		36,500	4,511	41,011	
		2,120		2,120					127,870)	0.21	2.76	8,483		8,483		
									Exempt							
142	0.81	2,990	5,810	8,800	7,670	26,290	33,910	9,330	52,640	0.30	1.49	584	2,480	726	3,790	
143	0.61	5,620	25,530	31,150	620	2,210	2,830	700	34,680	0.24	1.31	2,067	207	51	2,325	
144	0.59	5,440	24,370	29,810	520	2,290	2,810	700	33,320	0.23	1.30	1,978	206	51	2,235	
145	1.60	510	3,140	3,650	24,190	207,910	232,100	59,790	293,030	0.36	4.24	208	16,980	4,373	21,561	
146	0.72	980	5,600	6,580	16,140	79,300	95,440	49,010	151,030	0.55	4.81	437	6,980	3,584	11,001	
147	0.70				20,250	49,020	69,270	14,470	83,740	0.72	3.09		5,066	1,058	6,124	
									Exempt							
148	1.24	6,860	26,440	33,300	10,990	5,170	16,160		12,580	0.33	0.91	2,209	1,182		3,391	
149	1.55	8,800	33,610	41,610	12,350	9,880	22,230	6,050	69,890	0.30	1.37	2,761	1,626	443	4,830	
TOTAL	147.32	583,220	2,632,260	3,215,480	883,070	3,177,290	4,060,360	1,484,250	8,760,090	0.23	1.37	200,444	296,963	108,552	605,959	

NOTE: Exempt properties include the Napier Street Fire Hall (#100), Wilcox Playground (#102), Ohav Zedek Synagogue (#116), Hess Street Public School (#118), Hess Street Baptist Mission (#120), Salvation Army (#147) and 5 municipally owned lots.

to \$4.00 while values in 14 of the blocks in the south-east and north-west quadrants adjacent to the proposed Freeway remain low in value at less than \$1.00 per square foot.

The scheme area, although representing only 0.5% of the city's total acreage, contributes more than 1.5% (\$606,000) of the city's total tax revenue and 1.7% (\$108,600) of its total business taxes. Despite these reasonable proportions, a total tax return of only \$4,100 per acre (compared with \$21,100 per acre in the Civic Square Area) is quite low for a centrally located area of this size. Only four of the Area's 57 blocks (110, 116, 145 and 146) have tax revenues in excess of \$10,000 per acre and two blocks (120 and 140) return less than \$1,600 per acre annually in taxes. The location of these blocks is illustrated on Map 13.

Area property sales as recorded by Teela Market Surveys Ltd. for the years 1961 to 1964 inclusive are shown in Table 19. Sales have been totalled by sectors of the scheme area with data for the areas to be acquired shown as a separate total.

During the four-year period, 245 residential properties were sold, the greatest number of sales occurring in the north-west (78 sales) and south-east (63 sales) quadrants. Although only 17 Woodbine Crescent property sales were recorded, this figure represented a change in ownership for 68% of the houses on this street. The average sale price of houses ranged from \$7,996 in the north-east quadrant to \$9,989 along the west York Street frontage, \$8,786 being the average sale price for the area as a whole. The ratio of assessed value to sale price varied from 2.28 to 3.76 with an overall ratio of 2.83.

Only 14 non-residential property sales were recorded during the same period, most of them involving York Street properties. Average sale prices ranged from \$17,500 to \$45,570, with \$33,107

Table 19 -

Recent Property Sales

Characteristic	York Street Scheme Areas							Total Scheme Area
	East of Queen St. North of Freeway	South of Freeway	West of North of Freeway	South of Freeway	York St. Frontage	Woodbine Crescent	Areas to be Acquired	
<u>Residential Properties</u>								
Number of Sales 1961-1964	24	63	78	54	9	17	118	245
Value of Sales	\$191,900	564,000	687,500	470,600	89,900	148,700	940,500	2,152,600
Average Sale Price	\$ 7,996	8,952	8,815	8,714	9,989	8,747	7,970	8,786
Total Assessed Value*	\$ 50,800	223,700	220,200	179,600	39,500	47,400	357,900	761,200
Ratio Assessment to Sale Price	3.76	2.52	3.12	2.62	2.28	3.14	2.63	2.83
<u>Non-Residential Properties</u>								
Number of Sales 1961-1964	2	6	-	5	1	-	11	14
Value of Sales	\$ 66,500	151,500	-	227,800	17,500	-	335,400	463,500
Average Sale Price	\$ 33,250	25,250	-	45,570	17,500	-	30,491	33,107
Total Assessed Value*	\$ 35,100	57,700	-	78,700	26,100	-	148,300	197,600
Ratio Assessment to Sale Price	1.89	2.62	-	2.89	0.67	-	2.26	2.35

*Assessment at time of sale.

being the Area average. The ratio of assessed value to sale price was 2.35 on an Area average.

During this period, half of the scheme area's property sales and 79% of all non-residential sales occurred in the areas recommended for acquisition. Average sale prices in the areas to be acquired are slightly lower for residential properties (\$7,970) and medium-range for non-residential properties (\$30,491) when compared with other quadrant averages.

6. SUBSTANDARD CONDITIONS

Over a period of time, and to varying degrees, all urban areas are subject to a number of physical, social and economic influences which reflect themselves in the condition and use of buildings. In areas as old as York Street the prevailing conditions are a product of (1) the relative ability of the owner to extend the useful life of a given structure through continued maintenance and adaptation to meet contemporary demands, and (2) the ability of the municipality to maintain an appropriate environment for both old and new uses by legislative and other means.

The blight which exists in the York Street Area can accordingly be examined and in part measured in terms representative of the primary causes of physical deterioration. These can be generally termed as substandard elements of building condition (the process of age), building design (the process of obsolescence) and local environment.

Building Condition. All buildings, building materials and items of building equipment are subject to deterioration due to weathering and general use. The rate of deterioration is variable but can be counteracted, to a great extent, by regular maintenance and replacement. Thus the quality or condition of any structure

is largely determined by the ability and willingness of the owner to undertake the necessary work.

Some of the common deficiencies of buildings typical of the York Street Area are dilapidated and sagging porches and accessory buildings, loose-fitting and weathered sash and doors, and chimneys and parapet walls with spalled bricks and eroded mortar. The exterior brick work frequently displays some spalling or erosion of mortar; the use of insulbrick may often conceal seriously deteriorated walls.

Other deficiencies which are numerous but less common than the above are inadequate foundations (usually attributable to inadequate original construction), cracked plaster, weedy and littered yards, neglected and dirty interiors, and structural faults such as leaning walls, large brickwork cracks and sagging roofs.

Building Design. Structures designed for the needs of past years are often unsatisfactory for contemporary functions. While the demands of some current needs and conditions can be met by building renovations a number of inadequacies are basic to the structure. For example an owner can install a central furnace to meet modern standards of heating but cannot build a driveway and garage when his house has little or no sideyard and no rear lane.

Design limitations which can be rectified (generally at substantial cost) include the replacement of stoves and space heaters by a central heating system, installation of new wiring to replace that of insufficient capacity for modern appliances, and replacement of antiquated plumbing systems and fixtures.

Some features of design which cannot be remedied include inadequate setbacks from lot lines and lack of existing or potential off-street parking facilities. The latter represents a deteriorating influence for the resultant on-street parking creating hazardous pedestrian and vehicular conditions, limits road capacity and interferes with

municipal services such as snow clearance, garbage collection and fire protection. Dwellings over stores in older buildings frequently have steep entrance stairs, poor lighting and ventilation and inadequate means of egress.

Many buildings used for warehousing or manufacturing purposes are multi-storey with closely spaced columns, inadequate lighting and ventilation and with poor freight handling facilities. Commercial buildings frequently lack off-street loading space, have unusable floor space on upper floors, poor heating and wiring, unsuitable floor layouts and have unattractive facades. While most of these deficiencies could be physically overcome, the cost involved in doing so is usually uneconomical.

Environment. The environment of a continuing principal land use can contribute directly to the decline of that use in a variety of ways. Substandard environmental conditions have a strong influence on the willingness of property owners to improve their buildings. Improvement of these conditions, when feasible, demands concerted action on the part of public and/or private agencies. Where relatively widespread, the most effective approach is through urban renewal.

Older houses are the traditional victims of adverse environmental factors. The proximity of obnoxious industries, heavy traffic arteries (especially with high volumes of trucks) and the self-propelling nature of residential blight itself all contribute to the further decline of housing; all of these factors are found in varying degrees in the York Street Area.

Commercial and industrial uses can be similarly afflicted through physical and economic means such as traffic congestion, lack of off-street parking, inadequate road or rail access and declining market. Strip commercial use is most commonly affected, usually by a combination of the above factors and by obsolescence as reflected in building design.

(a) Method of Survey

The estimated cost of repairing or replacing the inadequate components of a building was chosen as the most appropriate basis for judging its condition. Since it is technically possible to rehabilitate almost any building to modern standards of appearance, durability and equipment (even though the cost may be extremely high and little of the original structure may be retained) the ultimate disposition of the building must be related to economic rather than structural or technical factors.

The survey of building condition covered every building in the Area. Its intent was to determine, for each building, an estimated cost of rehabilitation to the modern standards discussed in detail later in this section. This rehabilitation would include all those items within the scope of individual owners, including all repairs or replacements necessary to improve the quality of the building and also all feasible means of overcoming obsolescence. Items which are beyond the control of the owner or which are incalculable in direct economic terms (such as any inadequacies of the environment, some types of obsolescence, lack of off-street parking, etc.) are not included in estimated costs of rehabilitation. These matters are discussed separately.

The survey form was designed to simplify work in the field, requiring a decision only between no repair, minor or major repair, or complete replacement (or provision) of each primary building component. The point system incorporated in the survey form (see Appendix III) was based on the estimated cost (in hundreds of dollars) of making each of these degrees of repair for each component in a standard size of building. The size assumed for commercial or industrial buildings was 60 feet of frontage by 80 feet of depth and two storeys in height, thus making a total of about

10,000 square feet. Housing points were premised on an average two-storey, 1,200 square foot structure. The total points thus indicate the quality of the building with, of course, a high score indicating low quality. For commercial buildings, the total points also correspond to the estimated cost per square foot of rehabilitation. When the appropriate modification factors are applied for buildings of other than standard size, the resulting totals indicate the estimated actual costs (in hundreds of dollars) of rehabilitation.

The cost estimates which are listed as points on the survey form were established in joint discussion by the consultants with members of the City Building Department, the City Architect's Department and the staff of the Urban Renewal Committee of the City of Hamilton. The standard of rehabilitation quality on which the estimates were based is discussed below.

This survey was intended to obtain sufficiently accurate and specific information on building condition to serve as a useful guide in determining areas appropriate for over-all redevelopment, to give an indication of the extent of rehabilitation costs and to indicate the individual buildings which are likely to need spot clearance. Due to limitations of time and the reluctance of many owners and tenants to permit inspection of their premises, the results of this survey were obtained from:

- (1) a reasonably comprehensive exterior inspection;
- (2) a limited interior inspection;
- (3) information where possible from occupants relating to age and condition of plumbing, heating and wiring, remodeling or renovation and other general comments; and
- (4) from Building Department records (1961 to 1964) relating to renovations or improvements for which permits were obtained.

(b) Building Standards

The standard of rehabilitation quality of residential buildings on which the cost estimates were based called for structural safety, wiring adequate for modern electrical equipment, central heating, reasonably attractive appearance, and reasonable ease and economy of maintenance. Durability and quality sufficient to give an expected life of twenty years without further extensive repairs were also considered necessary. These are standards which an owner with adequate resources and a long-term interest in the house would probably meet.

This is not intended to imply that the houses must have this amount of rehabilitation, or that owners should carry out this amount. For example, there is no suggestion that the space heaters frequently found in York Street Area houses are necessarily a hazard to the health or safety of the occupants. A central heating system is nonetheless a commonly accepted comfort of modern living and has been included as a desirable part of house rehabilitation.

The standards discussed above could be called "desirable standards" and are similar to the "NHA Minimum Property Standards for Existing Residential Buildings" used to determine eligibility for long-term mortgage insurance. They are much higher than, and should not be confused with, the "minimum standards of maintenance and occupancy" which are enforced in some cities to protect the health, welfare and safety of the citizens.

The standards for the rehabilitation of commercial buildings (retail, service and office uses) required appearance, condition and services of a quality similar to that normally found in good commercial areas. For example, floors should be level, smooth and durable; wall and ceiling surfaces should be smooth, attractive and easy to maintain; exteriors should be attractive and weather

resistant; and heating, lighting and plumbing should meet accepted contemporary standards for stores or offices.

Standards for the rehabilitation of industrial buildings were more difficult to specify since the requirements of the variety of industrial uses vary greatly. It was generally assumed that any satisfactory industrial building should have reasonably level, solid and durable floors, adequate weather resistance, be of reasonable external appearance, and contain adequate heating, lighting and plumbing facilities. Some uses, such as warehouses and single-storey manufacturing plants need very modest buildings and allowance was made for this in judging the condition of the buildings. However, buildings which were "adequate for their use" were not necessarily deemed to be in satisfactory condition. In the case of extremely dilapidated sheds which afforded a degree of shelter to scrap metal, for example, the buildings were placed in the worst category. In other cases of buildings serving special manufacturing or warehouse uses, in locations quite suited to such uses, the adequacy of the buildings or their components had to be judged subjectively, taking into account the modified standards which should apply for such special cases.

The condition of each structure is expressed by one of three grades, ranging from Grade 1 to Grade 3, the latter representing the poorest quality. The buildings are classified according to the relation between building condition score and grade which is outlined in Table 20.

Table 20 - Grades of Building Condition

<u>Grade</u>	<u>Score on Building Condition Survey</u>	
	<u>Residential Buildings</u>	<u>Commercial and Industrial Buildings</u>
1 - Good	0 - 29	0 - 199
2 - Fair	30 - 49	200 - 399
3 - Poor	50 and over	400 and over

Grade 1 includes all those houses with building condition scores of less than 29, corresponding to estimated rehabilitation costs of \$2,900 for an average sized house, and somewhat more or less for large or small houses respectively. Grade 1 also includes all the commercial buildings for which estimated rehabilitation costs are less than \$2.00 per square foot. This grade corresponds to the buildings which are relatively new or in generally good condition.

Grade 2 includes houses with scores of 30 to 49 (estimated rehabilitation costs of \$3,000 to \$4,900 for average size houses) and commercial or industrial buildings whose corresponding costs are from \$2.00 to \$4.00 per square foot. As stated earlier, these estimated costs are based on desirable standards of rehabilitation rather than minimum necessary standards. Nevertheless, the substantial cost estimates associated with Grade 2 generally correspond to structures in only fair condition and which could obviously benefit from some improvements.

Grade 3 structures are those for which estimated rehabilitation costs are over \$5,000 for average sized houses or over \$4.00 per square foot for commercial or industrial buildings. Some of these structures are obviously so dilapidated that the cost of rehabilitation approaches that of complete replacement. Others are more marginal to the \$5,000 limit in costs of repair and the costs of acquisition, clearance and direct replacement in new housing units substantially exceeds that of rehabilitation. Clearance under these circumstances is advocated for two basic reasons. (1) It may be necessary to accommodate a change of use or increase in intensity of use which is justified on social, physical and/or economic grounds to be in the public interest. Such action may also demand the associated removal of other structures in better condition

(i.e. grades 1 and 2) as is evidenced in the plan for York Street which follows. (2) When the preceding factors do not prevail, it may be necessary due to the inability of both owner and government to undertake the required rehabilitation. This problem is more fully explored in a later section of this report.

(c) Findings of Survey

The primary goal of the survey undertaken was, as previously indicated, the evaluation of the relative degree of blight or obsolescence of buildings which would be measured in terms of cost through the application of the adopted standards. Of equal significance were conditions of substandard building design and environment to which no cost could be attached but which were appraised in general terms. The results of the survey have accordingly been summarized under these three headings.

Building Condition. The numbers and percentages of residential and commercial or industrial buildings in each grade are shown in Table 21 and are illustrated on Map 15. The table also includes a breakdown of condition for each of the quadrants which were previously selected for convenience of study (see Map 13).

Table 21 - Summary of Building Condition

		Residential Buildings				Comm. & Ind. Buildings				TOTAL			
		Grade			Total	Grade			Total	Grade			Total
		1	2	3		1	2	3		1	2	3	
North-East	#	21	53	29	103	13	11	14	38	34	64	43	141
	%	20	52	28	100	34	29	37	100	24	45	31	100
South-East	#	58	152	79	289	21	33	63	117	79	185	142	406
	%	20	53	27	100	18	28	54	100	19	46	35	100
South-West	#	102	137	54	293	15	14	20	49	117	151	74	342
	%	35	47	18	100	31	29	40	100	34	44	22	100
North-West	#	79	125	29	233	2	1	-	3	81	126	29	236
	%	34	54	12	100	66	33	0	100	34	54	12	100
Total	#	260	467	191	918	51	59	97	207	311	526	288	1125
	%	28	51	21	100	25	28	47	100	27	46	26	100

The initial impression of buildings in the York Street Area is one of age, deterioration and lack of maintenance. This first impression is somewhat tempered by a second appraisal, particularly on the local streets where buildings are generally in better condition than those on the arterial roadways (particularly York Street).

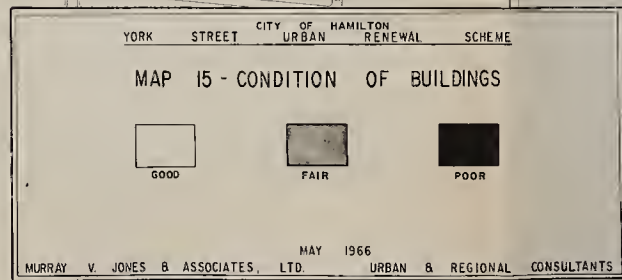
On a local basis the worst blight is experienced in the south-east quadrant where 35% of all buildings are in Grade 3, a percentage considerably higher than the average of 26% for the entire scheme area. Both residential and non-residential buildings were worse than the Area average in this regard with the commercial totals being similar. The degree of non-residential blight is nonetheless significantly higher with over half (54%) of all such buildings being in poor condition compared to 27% for residential structures.

The remainder of the lands east of Queen Street (the north-east quadrant) is scarcely better. Nearly one-third of all buildings are in Grade 3 with 37% of the 38 commercial and industrial buildings and 28% of the 103 residential buildings being in the worst grade. The non-residential (largely industrial in this quadrant) are nonetheless proportionately in better condition than the 47% for the over-all Area. The highest proportion of all residential blight in the quadrants is found to the north-east, indicating the adverse influence of surrounding primary industry and associated traffic.

The lands west of Queen Street contain structures in notably better condition, especially in the north-west quadrant. The latter is almost wholly residential and has the lowest proportion of residential buildings in poor condition (12%) of all quadrants. The south-west quadrant is somewhat higher in this regard (18%)



100 0 100 500
FEET



but the majority of blight is associated with non-residential buildings. These are largely York Street stores and 40% of the 49 buildings are in Grade 3.

The proportion of buildings in fair condition (Grade 2) is remarkably uniform throughout the Area. A total of 526 buildings (or 46%) are in this category and the only notable exception is the north-west residential quadrant with 54%.

Buildings in good condition (Grade 1) total 311 (27%) with the greatest number found in the south-west quadrant for residential use and in the north-east quadrant for primarily industrial use.

The above statistics tend to substantiate the land-use pattern which has evolved through the years. The northern areas, east and west of Queen Street, are fairly well established in industrial and residential use respectively with the primary need being the removal of remaining residential uses in the north-east. The lands south of the Freeway are directly affected by the significant blight of the York Street commercial frontage and the marginal nature of intermixed industrial and residential use east of Queen Street. The results of the survey point out the urgency of renewal measures for the latter area in comprehensive terms as well as the general need for improvement on York Street itself.

Building Design. Some features of obsolescent building design can be corrected through the process of rehabilitation and are reflected in the preceding survey of condition. Other elements which cannot reasonably be modified have been previously described in this section; these features are generally a result of age and are prevalent in the York Street area where the majority of buildings are around one hundred years old. While not capable of definition, the limitations of design have been recognized in general terms and more particularly have contributed to the decisions relating to realistic and economic limits of rehabilitation.

Environment. Extensive residential areas in the York Street Area suffer from a seriously substandard environment, the three most serious faults being proximity to obnoxious industries, to buildings in an advanced state of dilapidation, and to streets carrying heavy traffic volumes, particularly trucks.

York Street is one of the worst blighting influences. With limited capacity it is congested with traffic and is flanked by buildings of varying use and age with little, if any, setback and virtually no off-street parking facilities. Many of the buildings are seriously dilapidated and several are abandoned relics. Since York Street is a main entrance to the city and a main traffic artery through the Area, its characteristics tend to be accepted as typical, thus creating a poor image for the Area, discouraging private investment in renewal and detracting from owner maintenance and improvement. The appearance of York Street and its traffic congestion was the most frequent complaint among the residents of the entire Area. Somewhat similar characteristics are true of Bay, Caroline, Hess, Queen and Barton Streets.

Dilapidated buildings are to be found through a large part of the Area but most (apart from York Street) are found east of Queen Street. The prevalence of heavy industry with attendant noise, smoke, traffic and unsightly appearance has contributed to the blight of remaining residential areas; the blight itself is, of course, a self-propelling phenomenon if left unchecked. In a visual sense the worst offenders in the eastern portion of the Area are the scrap yards.

These environmental factors have an adverse effect on more than residential use. Most commercial uses in the Area, notably on York Street, have suffered from a lack of off-street parking facilities and depressed local market conditions to a point of

bare subsistence. Inability to undertake remedial action, individually or collectively, has resulted in continuing obsolescence and blight.

Industrial uses are least affected by environment although improved traffic conditions would be beneficial. Private industrial redevelopment has possibly been discouraged by the offensive nature (visual and otherwise) of some existing operations.

II THE PLAN

1. GENERAL DESCRIPTION

The York Street Area consists of a variety of uses which are typical of its location within the older city. It is an identifiable area only because of certain physical elements - the C.N.R. yard, Dundurn Park and the mixed frontage uses on two arterial roads. Unlike the Civic Square scheme, which meets a functional need as a cultural and commercial focus to the city as a whole, the scheme for York Street must primarily evolve from more local conditions and needs. The plan accordingly reflects the following principles and objectives:

- (1) Recognition of York Street as a continuing principal means of access to downtown and the realization of its potential in both aesthetic and functional terms.
- (2) Improvement to the primary road system in conjunction with construction of the East-West Freeway.
- (3) Provision for uses complementary to and occasioned by renewal of the Civic Square Area.
- (4) Consolidation and improvement of existing land-use concentrations which are suitable for retention.
- (5) Allocation of land for relocation of certain functions displaced from Civic Square.
- (6) Improvement to living and working environment through correction of blighted conditions.

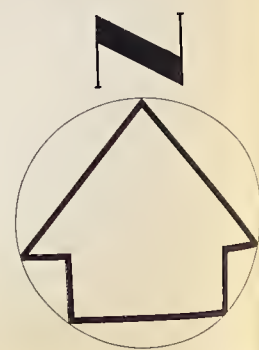
For the convenience of study and reference the York Street Area has previously been divided into four sectors or quadrants (see Map 13) which are related to Queen Street in a north-south direction and to the right-of-way for the East-West Freeway in an east-west direction. These quadrants are equally useful in describing the various elements of the plan and, for the balance of this section of the report, will be referred to relative to their geographic setting.

It should also be noted that, because of the extended period over which the renewal of the area may take place, the plan has been divided into two phases. The first plan (Phase One) is related to a period of implementation of thirteen years and deals in specific detail with renewal proposals within three stages which are recommended prior to 1980. These are numbered as sites 1 to 30 and are illustrated on Map 16 together with indication of the appropriate stage. The second plan (Map 17) represents Phase Two and recommends additional general policies for implementation from 1980 onwards. The following description of the plan has accordingly been divided into two sections.

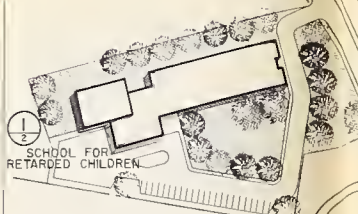
(a) Phase One

The most dominant element in this phase is the East-West Freeway which, although unfortunately outside the realm of urban renewal, has had a profound effect in shaping the nature and form of the proposed uses. While there remains a degree of uncertainty about the final location (despite the tacit acceptance of a fixed location at the beginning of this scheme) any change resulting from functional plans now in preparation can be accommodated without substantial disruption to the scheme provided the present southern limit is not exceeded. This assumption is premised on the conclusion that there would be no conceivable circumstances under which the Freeway would functionally or physically require a more southerly location through the York Street Area. Further discussion of the location of this facility will be found in the section on the proposed road system.

In the north-east quadrant the existing residential buildings, a substantial number of which are in poor condition, are proposed for clearance with the land to be used for industrial purposes. Re-use proposals include some multiple industrial buildings between Hess and Caroline Streets to the south and north of Barton Street (the sites numbered 28 and 29 on Map 16). The latter area is



100 0 100 500
FEET



LEGEND

9 SITE NUMBER
1 STAGE NUMBER

MAP NO. 16

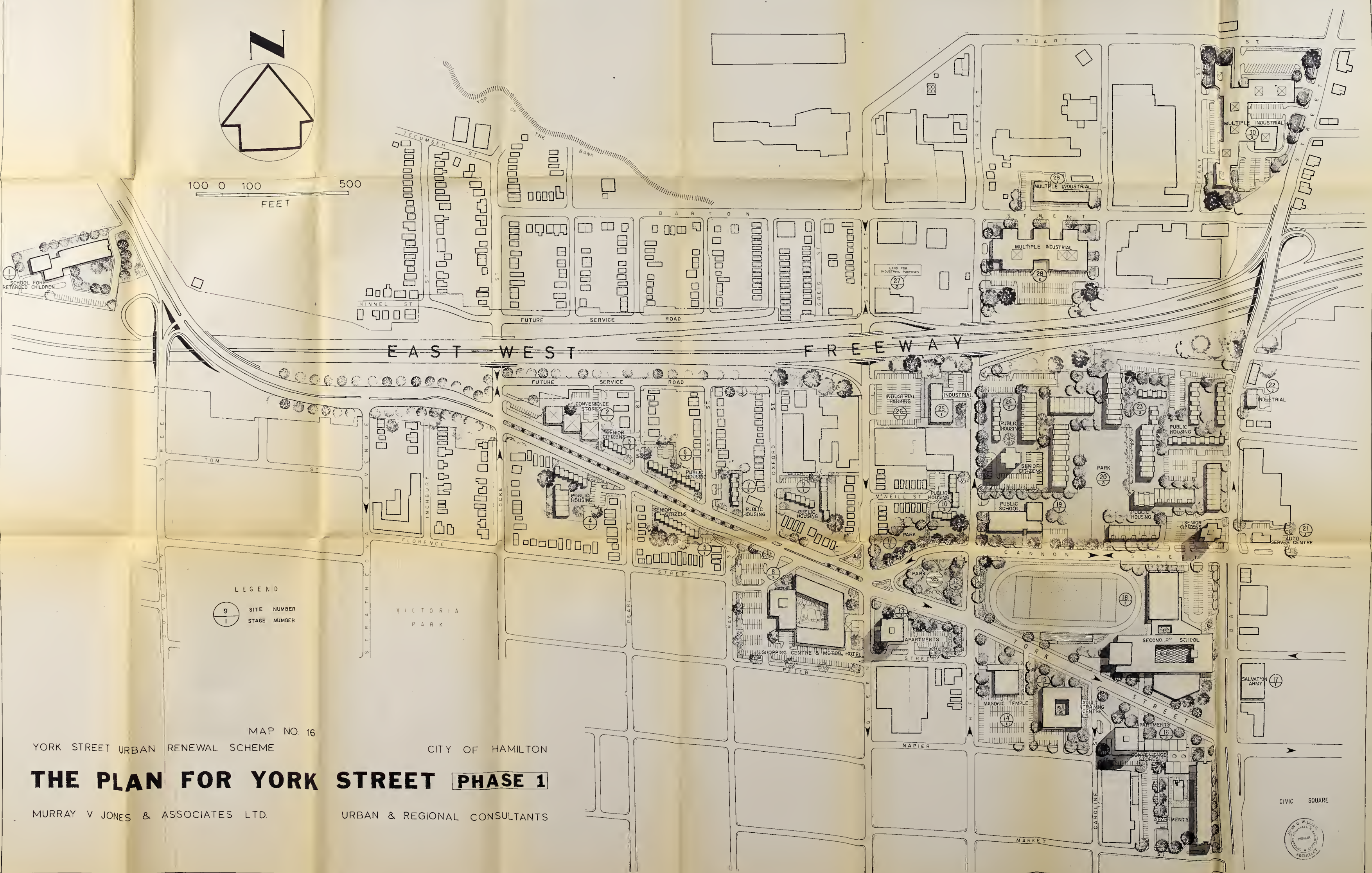
YORK STREET URBAN RENEWAL SCHEME

CITY OF HAMILTON

THE PLAN FOR YORK STREET PHASE 1

MURRAY V JONES & ASSOCIATES LTD.

URBAN & REGIONAL CONSULTANTS



intended to be used for relocation of specialized automotive parts and service operations now situated in Civic Square.

Site 30, bounded by Stuart, Bay, Barton and Tiffany Streets, has also been defined on Map 16 as re-use for private industrial purposes. This block was originally contemplated for use as a municipal incinerator site but there would appear to be some question as to the ability to control the emission of smoke and odour from such a facility. Unless there can be firm assurance that the use would not in any way prejudice the amenities of residential areas both south of the Freeway and in the North End, then it should not be included.

This recommendation must be qualified in one respect. If no alternative site can be found from the one currently proposed in the North End, then, despite any potential obnoxious effects, it should be located on these lands. The direction of the prevailing wind in Hamilton is generally north-east and the incinerator should under no circumstances be built on a site in the North End Area.

Apart from the spot clearance of a small, vacant and deteriorated industrial building on Site 27 on Queen Street (with the land made available for expansion of adjoining industry) the remaining industrial uses in the quadrant are proposed for retention. The sole commercial use is an existing service station located at the corner of Hess and Barton Streets. The area is well served by major roads and no improvement is contemplated apart from that associated with the construction of the Freeway.

The frontage on the east side of Bay Street north of the East-West Freeway is presently devoted to housing with the exception of the hotel at Stuart Street. The most northerly block is to be included in the North End urban renewal area where further consider-

ation can be given to the proposal to connect the North End perimeter road to Bay Street. The remaining frontage consists of two single-family and three semi-detached houses in generally fair condition. Apart from the requirements for the Bay-Barton grade separation (see Phase Two) it is proposed to leave these structures until such time as private or public redevelopment for industrial purposes takes place north of the Freeway and east of Bay Street.

Under the Phase One plan the lands in the north-west quadrant would remain untouched. While there are four non-residential uses in the area they are all relatively small and have no profound effect upon the adjoining housing.

The south-west quadrant includes, of course, that portion of York Street west of Queen Street. The renewal measures recommended by the plan largely deal with York Street itself and the adjoining properties. The latter roadway, west of Queen Street, is proposed to be widened to a 100-foot right-of-way with four pavement lanes divided by a landscaped median. The depth of the properties required in part for the widening, when combined with lots containing structures in poor condition, creates a number of irregularly-shaped parcels which are proposed to accommodate a limited number of low-density multiple housing units. If adequately set back from York Street these units can serve to meet part of the relocation demand, assist in preserving the integrity of the remaining residential areas and contribute to an improved street "facade" (see Sites 2 to 7).

Commercial redevelopment on York Street (in the retail or service sense) is restricted to two areas, both within this quadrant. The major area is located in the block bounded by York, Queen, Peter and Ray Streets (Site 8) wherein it is proposed to locate a small shopping centre and a motor hotel. It is considered that

the floor space contained in this block will largely compensate for the strip commercial facilities lost through clearance.

The second commercial area (Site 2) is contained in a portion of the York Street frontage between Locke and Magill Streets, with the intervening Crooks Street proposed to be closed south of the Freeway. A portion of the right-of-way for the latter facility (which, due to irregular lot limits, is not required for freeway construction) can be incorporated into this parcel in order to afford better access into the shopping area from Locke Street. The use of this land for non-residential purposes is necessitated by its small size and location between the Freeway, Locke and York Streets and the area involved could accommodate several local convenience stores and serve in a relocation capacity as well.

An additional housing site north of York Street is provided through the use of an existing parking lot between Oxford and Queen Streets. Development of Site 9 for multiple-family use serves to better integrate the limited housing areas remaining south of the Freeway and to permit the internal pedestrian connection of the housing west of Oxford Street to the schools and park east of Hess Street.

The York Street frontage west of Locke Street was included in the scheme area in order that interim urban renewal action could be considered for that portion of the street which would eventually be required for the Freeway. The Council, however, has recently given approval to a 1966-1970 capital budget which allocates funds for construction of the western portion of the East-West Freeway at a much earlier date than was originally contemplated. As a result of this, together with a limitation in capital funds for implementation of the York Street scheme, the need for interim action no longer applies. Subject to availability of municipal

resources (a matter which will be explored at length in a later section of this report) the York Street widening proposed in this scheme could hopefully be concurrent with the re-alignment of York Street as part of the Freeway construction.

A further area proposed for clearance consists of the portion of Woodbine Crescent which remains after the land requirements of the Freeway are met. Although generally in fair condition (only seven, or 25% of the 28 dwelling units are classed as Grade 3) the area would, if not cleared, remain as an isolated residential pocket bounded by the Freeway, York Street, park and the cemetery. The recommended re-use of the land in Site 1 is for a School for Retarded Children, a function which is appropriate to the open space setting and one which does not generate much traffic. A well-designed school building and appropriate landscaping would provide an attractive introduction to the urban area in transition from the open space of park and cemetery to the increasingly intensified uses along York Street proper.

The remaining uses in the south-west quadrant are all existing. The single-family areas both north and south of the York Street frontage are consolidated and in generally fair condition. Apart from two automotive service uses and a few houses on York Street (preserved where widening and condition permit) the only other uses worthy of note are two industries, one on Queen Street north of York Street and the other at Strathcona Avenue and Florence Street. Both are reasonably compatible with the surrounding area although the latter site is the more obtrusive and possesses the greater attraction for residential redevelopment (see Phase Two).

The remaining lands in the south-east quadrant are by far the most demanding of comprehensive renewal action. Despite its relatively close proximity to downtown the area presently consists

of a mixture of depressed commercial enterprises along York Street bordered by housing and a number of industries, some of which are both unsightly and obnoxious. The prevailing land-use pattern is ill-defined and there are few areas of housing which are capable of preservation.

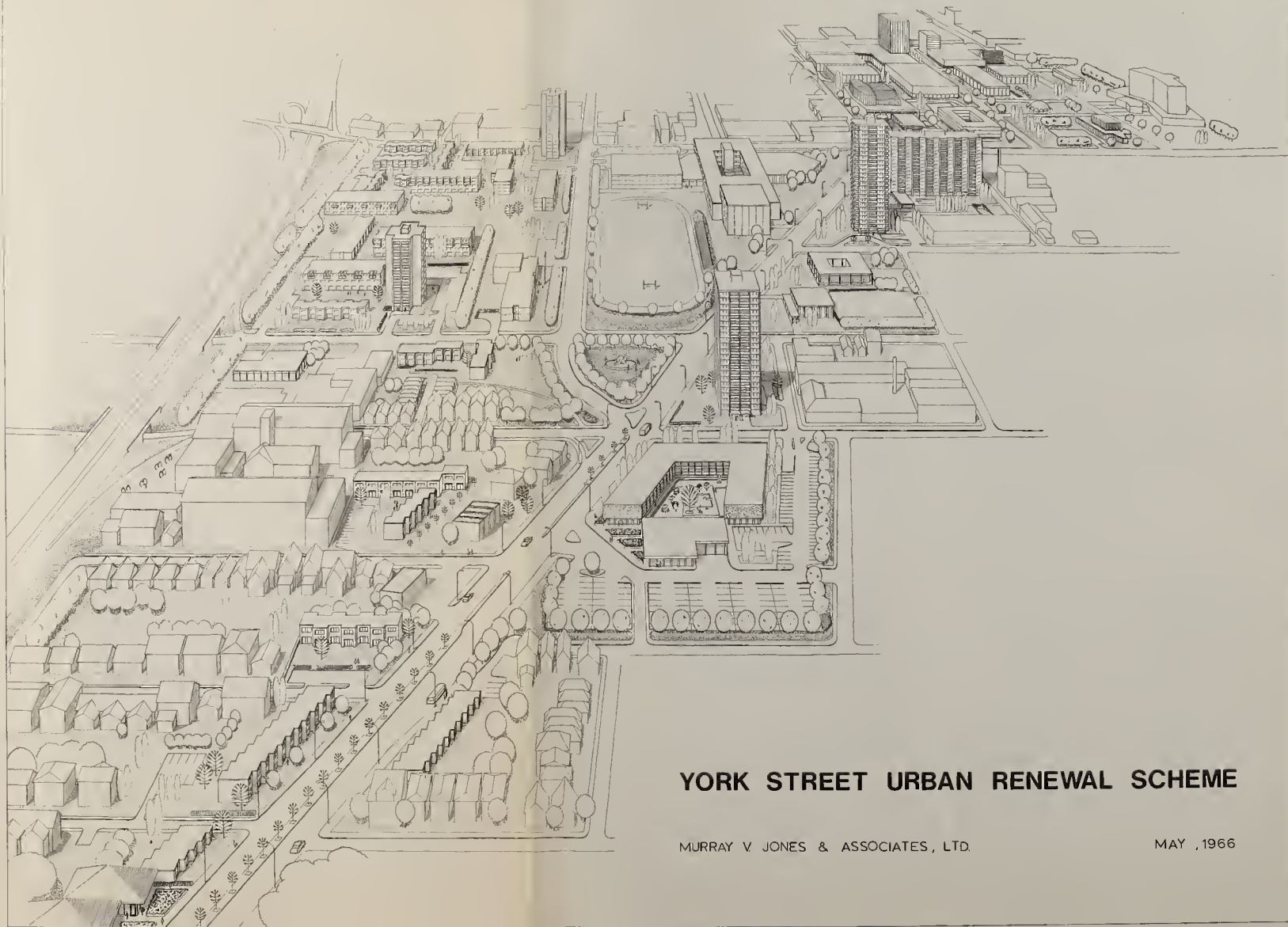
Most of the quadrant has accordingly been proposed for clearance and re-use in a fashion complementary to the adjoining Civic Square Area. The related improvement of York and Bay Streets and the extension of Cannon Street (which will be fully described in a following section) has been accompanied by the closing of Caroline Street north of York Street. The resultant Site 18 has been assigned to meet the needs of the Hamilton Board of Education for a secondary school site.

One block opposite the school on the south side of York Street is proposed for a new Masonic Temple (Site 14) and a Training Centre for Retarded Adults (Site 15) between Hess and Caroline Streets. The adjoining blocks to the east (Site 16) are recommended for re-use for a private, high-rise apartment development. While these apartments are proposed in the plan and employed for calculating economic feasibility, re-use for office purposes could also be contemplated for location on Bay Street, south of Napier Street. The latter street is proposed to be closed.

The plan for the remaining frontage on York Street also proposes the re-use for high-rise apartment purposes of Site 13, bounded by Queen, Hess and Peter Streets and opposite an "island" created by the extension of Cannon Street to York Street. Site 12 is currently proposed as a small area of landscaped open space and serves as a focus to a westerly entrance to Civic Square. The sense of arrival at downtown Hamilton would be accentuated by the one-way road system around this "island" and by the flanking uses further east of the schools, Masonic Temple and apartments.

As may be noted on the plan, the lands north of York Street and east of Hess Street are proposed for multiple-family housing (Sites 23 and 24) within an area created by closing Harriet, Mill, Mulberry, Railway and Caroline Streets. Also included is a new site for the current Hess Street Public School in Site 19. These uses have been grouped around a small park (Site 20) which is generally central to the block. A high-rise building for senior citizens has been designated for the south-east corner of this group housing scheme. The area west of Hess Street contains a number of houses which are proposed for retention on McNeill Street. These are in turn bordered on the north by the relatively new industrial buildings of National Paper Goods and by a cleared block adjacent to the Freeway which is proposed for industrial use (Sites 25 and 26). The eastern and southern limits of McNeill Street are bounded by Sites 10 and 11, being a small public housing site and an open space area respectively.

The other existing uses proposed for retention are located to the south of York Street and on the east side of Bay Street. These include one of three blocks occupied by the Greening Wire Co. (Queen, Peter, Hess and Napier Streets) and a virtually new warehouse on Caroline Street owned by Eaton's. Both uses are reasonably compatible with their existing and proposed surroundings. Buildings to be retained on Bay Street consist of the Dominion Tire Store, Hamilton Battery Service, Duncan Lithography, the Bell Telephone Co. of Canada warehouse and offices and several row houses. New uses include a Salvation Army warehouse at Vine Street (Site 17), an automotive service centre at Cannon Street (Site 21) and a possible commercial-industrial use of limited size north of Mulberry Street (Site 22). All of these proposals are consistent with the recommendation in the Central Hamilton Urban Renewal Study and Scheme to consolidate the lands north of Merrick



YORK STREET URBAN RENEWAL SCHEME

MURRAY V JONES & ASSOCIATES, LTD.

MAY, 1966

Street for the purposes of mixed commercial and industrial uses appropriate to a fringe of central area location.

The proposals outlined above have been illustrated in plan form on Map 16 much in the same fashion as that prepared for the Civic Square Area. A perspective drawing, looking east along York Street from a point near Locke Street, has also been included in order to illustrate better the intended relation of uses in an architectural and spatial sense. The size, design and location of the various buildings is representative of the known quantities for each use, although the only use for which a precise design is available is the Masonic Temple. The plan and perspective must accordingly be interpreted in a general sense, especially for the private components of the scheme. In the latter case, determination of the nature and extent of each use was made through a combination of site design and market and economic feasibility studies.

Rather than paraphrase, it is considered appropriate to quote from the relevant section of the Civic Square report in which the following caution was made.

"It should be stressed that the design which is presented here represents an appropriate solution to the problems of economics and land-use relationships inherent in the proposed redevelopment, but that detailed consideration has not been given to the architectural treatment of the buildings or their surroundings, and appropriate solutions to this aspect of the plan must be found in architectural terms. Indeed it is recognized that other solutions are possible even for the land-use relationships, and the ultimate decision as to the particular plan of physical development which will be carried out must rest with the committee established to consider development proposals; they, as arbiters, must have continuing regard to the evolving form of redevelopment with the adopted plan as a flexible guide, not as an absolute rule."

(b) Phase Two

The second phase of the urban renewal process for the York Street Area consists of those measures of lesser priority which, due to the potential commitments of the City in implementation of Phase One, Civic Square and the North End, are of necessity deferred to 1980 and later. Because of the extended period of time involved it is difficult to do more than generalize in terms of a recommended program; physical and economic elements are subject to change and indeed may be significantly affected by preceding urban renewal measures.

One of the considerations in defining Phase Two renewal action is the absence of final confirmation on location of the East-West Freeway. Areas which could be fundamentally affected by revisions to the accepted alignment and design have therefore been included in Phase Two except where interim action would not be inconsistent with any practical change. As mentioned previously the assumption has been made that the Freeway, if altered in location, would be moved northward; the basic recommendations in Phase Two are accordingly related to that area.

The recommended Phase Two program is illustrated on Map 17 which includes the Phase One plan and the present design for the Freeway, together with related arterial road improvements. There are three general proposals:

- (1) The major element involves the improvement and consolidation of the residential area in the north-west quadrant. This could include the removal of blighted or certain non-residential uses and their replacement with off-street parking facilities and new housing. A small junior public school site would likely be required in order to adequately provide for the children in the area.



100 0 100 500
FEET



MAP NO.17

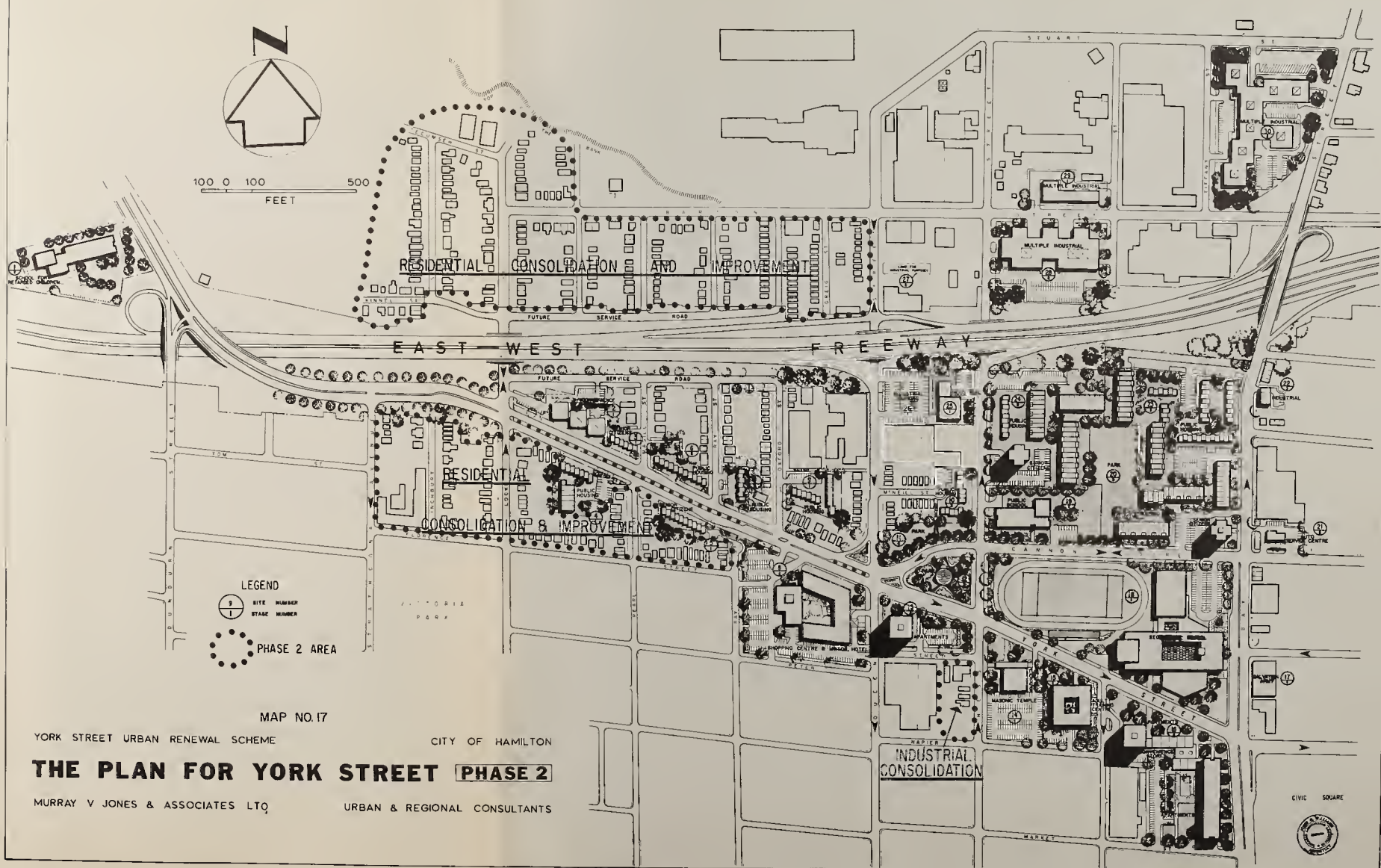
YORK STREET URBAN RENEWAL SCHEME

CITY OF HAMILTON

THE PLAN FOR YORK STREET PHASE 2

MURRAY V JONES & ASSOCIATES LTD

URBAN & REGIONAL CONSULTANTS



The alternative to the above course of action would be the almost total clearance of the area for industrial purposes; under prevailing circumstances this cannot be justified. The quadrant contains a substantial quantity of sound, albeit older, housing which should be preserved despite its limited size and potential degree of isolation by the Freeway.

- (2) Similar measures are required in the south-west quadrant for the residential uses remaining after the York Street widening. The residential area surrounding Victoria Park is basically sound and should be preserved; a limited contribution towards this end could be made in the blocks included in the scheme. The existing industrial property in the block bounded by York, Inchbury, Florence Streets and Strathcona Avenue could be contemplated for re-use in multiple housing and the few substandard houses could be removed.
- (3) Some thought could be given to the consolidation of the lands in the block bounded by Peter, Hess, Napier and Queen Streets for industrial purposes. Most of the block is presently occupied by Greening Wire and the proposed uses to the north and east are institutional.

Subject to the continuing stability of existing uses proposed for retention, the above represents the remainder of renewal need for a period of at least twenty years. The interests of private enterprise could conceivably be stimulated in terms of further redevelopment, particularly along the remaining frontage of York and Bay Streets. Control over this eventuality must be exercised through revision to the zoning bylaw to provide for standards and restrictions appropriate to the renewal scheme.

2. PROPOSED ROAD SYSTEM

The nature of the proposed changes to the road system in the York Street Area is related to several basic considerations:

- (1) The findings of the Hamilton Area Transportation Study (1963) in terms of the anticipated role of various major roadways (both existing and proposed);
- (2) improvement to the arterial and collector road system having regard to the transportation study and amendments thereto occasioned by renewal proposals in the Civic Square and York Street plans;
- (3) amendments to the local road system to accommodate particular re-use proposals; and
- (4) recognition in the above to the need for the road system to effectively function subsequent to the construction of the East-West Freeway.

The following comments are generally related to the sequence of these considerations.

Three roads in the York Street Area (York, Bay and Queen Streets) are defined in the Hamilton Area Transportation Plan as having a 1985 status as arterial routes. The Plan anticipates that York Street itself will carry the heaviest volumes with the portion west of Locke Street being the highest. On the basis of 1985 projections of 24-hour average weekday traffic volumes this section is classed as 20,000 plus, with the remainder of the street carrying 13,000 to 20,000 (Locke to Queen Street) and 6,000 to 13,000 (Queen to Bay Street). Queen and Bay Streets are projected as carrying 6,000 to 13,000 vehicles per day.

Other streets in the Area having an assignment of 1985 traffic volumes include Hess and Caroline Streets (6,000 to 13,000) and Barton, Locke and Cannon Streets with 3,000 to 6,000 vehicles per average day.

Certain improvements are recommended as a result of this determination of function and capacity. Particularly specified are the widening of York Street west of Oxford Street from 37 feet to 48 feet

in pavement width and the intersection improvement of Cannon and Caroline Streets. Related improvements outside the Area include the widening to four lanes of Barton Street east of Bay Street and the connection of Wilson, Gore and Vine Streets to relieve the congestion on King Street.

These projections and recommendations naturally reflect the altered volumes attributable to the proposed construction of the East-West Freeway. While Queen and Bay Streets (in addition to York Street) are predicted to increase in use relative to their continuing north-south arterial function, Barton, Locke and Cannon Streets have actually been reduced from their present volumes. This a result of the diminishment of their present east-west arterial function by the construction of the Freeway.

The general recommendations in the Transportation Plan have been already somewhat modified through consideration of the Civic Square Area. The scheme for Civic Square, presented in October 1965, proposed closing York Street between Bay and James Streets and replacing its eastbound function by two means: routing eastbound "through" traffic along Merrick Street and routing eastbound "core" traffic south on Bay Street to Main Street. This was to be accompanied by using Vine Street as the westbound half of a one-way pair.

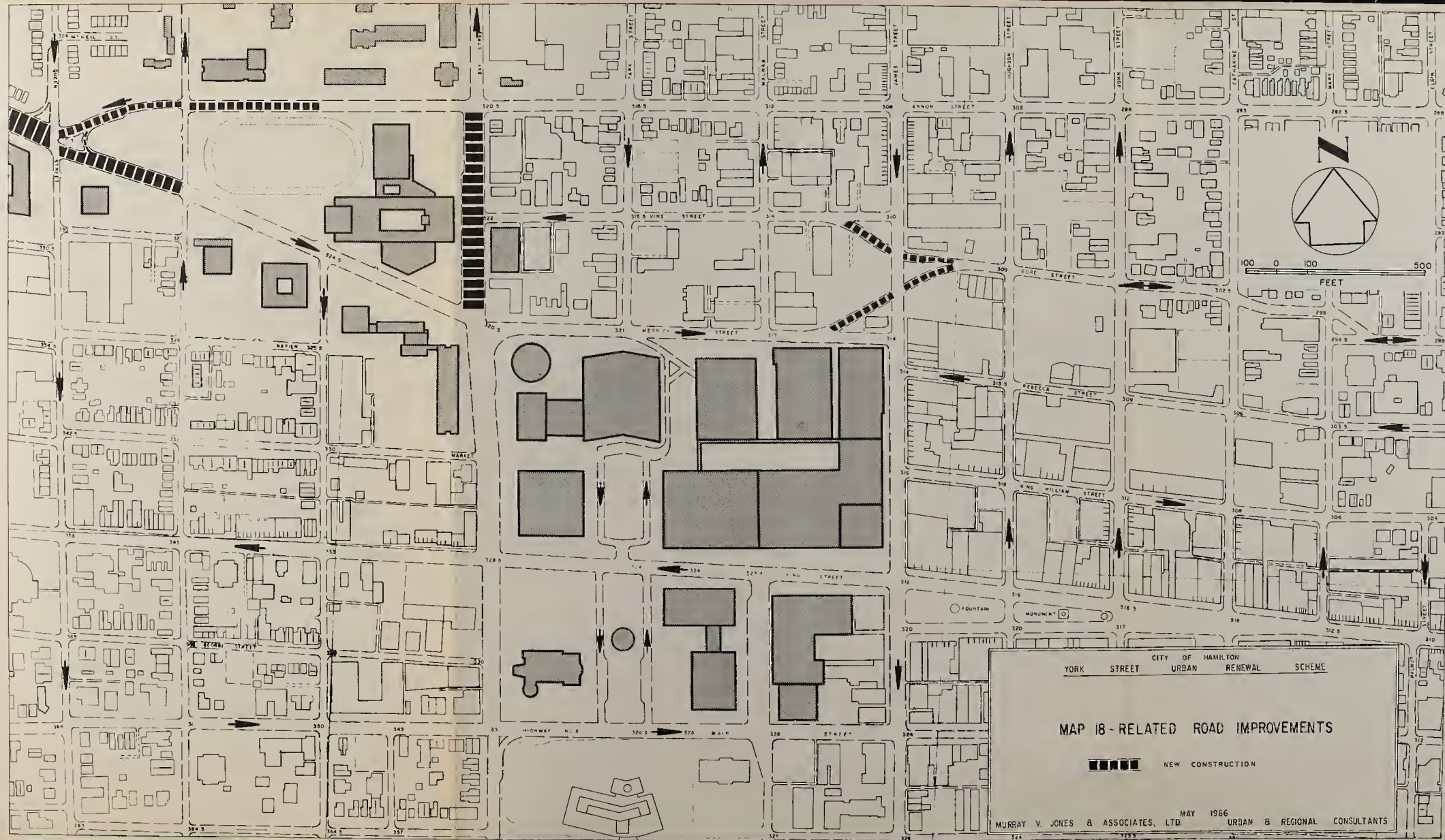
The refinement of this concept has been illustrated on Map 18. Under this latest proposal Merrick Street is extended north-east across James Street to connect with Gore Street while the westbound traffic is routed through the other half of the "Y" intersection to connect with Vine Street. Gore Street east of James Street would become a two-way road related to Wilson Street farther east. Two of these improvements (the Catherine-Gore jog elimination and the connection of Gore to Vine Street) have already been recommended in the Transportation Plan. The inter-relation of Wilson-Gore-Merrick-Vine is a vital link

in the satisfactory resolution of traffic flow around the central core and must be undertaken in conjunction with the closing of York Street east of Bay Street.

Certain additional improvements have become possible through urban renewal measures within the York Street Area proper. The extension of Cannon Street through to York Street is considered most desirable in order to exploit fully the potential of this roadway as a by-pass to the more heavily travelled core roads. As is illustrated on Map 16, the two-way portion terminates at Hess Street with a westbound extension through to York and Queen Streets. In this capacity Cannon Street also serves as the westbound continuation of Vine Street, via Bay Street, which has been proposed as a two-way road as far north as Cannon Street. Bay Street acts as a distributor for westbound traffic from both Vine and Cannon Streets. Because of this additional demand it is recommended that Bay Street be widened to six lanes between King and Merrick Streets. As it was originally proposed in the Civic Square scheme that the street be five lanes it will be necessary to widen Bay Street by an additional 10 to 12 feet on the east side. This would have no particular effect on the proposals contained in the Civic Square scheme.

Due to the potential assignment of westbound traffic flow into Cannon Street, York Street is proposed to function as a one-way eastbound road east of Queen Street. The western portion of York Street is, as previously described, recommended as a four-lane boulevard roadway with full left-turn channelization and bus bays in order to make full use of its potential capacity. The westbound half of the street becomes literally an extension of Cannon Street.

The retention of Hess and Queen Streets as one-way roads (north and southbound respectively) with the addition of York and Cannon Streets as a complementary one-way pair results in the creation



of a traffic "island" at their intersection. This island, proposed for landscaping in the plan, becomes a dominant element in both a functional and visual sense and provides for the free circulation of traffic around it on the four one-way roads.

One departure from the Transportation Plan is the proposed closing of Caroline Street north of York Street. This road has been serving (in part) an arterial-collector function and its continuance in this role was proposed through a ramp connection to the Freeway in the Transportation Plan. Because of the redistribution of land use associated with public and private renewal needs the relation of arterial connections to the Freeway has been somewhat revised. This will be dealt with later in this section.

A number of amendments have been recommended to the local road system. In order to supplement the arterial system described previously it is proposed to make Locke Street (south of York Street) and Strathcona Avenue a one-way pair. The latter would become a southbound street connecting York Street to Main Street while Locke Street would have a similar role in the northbound direction. Other changes are suggested in conjunction with re-use proposals and involve the closing of several roads or portions thereof and the construction of cul-de-sacs where appropriate. A complete list is included in the following summary of changes within the York Street Area:

- (i) the widening of York Street between Queen and Locke Streets to accommodate four traffic lanes with landscaped median, left-turn channelizations and bus bays;
- (ii) the realignment of York Street eastbound at three lanes between Queen Street and Hess Street;
- (iii) the realignment of Cannon Street between Caroline and Hess Streets (four lanes) and its westbound extension (two lanes) through to York Street with provision for left turns into Queen Street and onto York Street eastbound;
- (iv) the provision of a right-turn channel from Queen Street southbound to York Street westbound together with widening of Queen Street pavement for storage purposes;

- (v) the widening of Bay Street to six lanes with median between Vine Street and King Street;
- (vi) the widening of Bay Street to five lanes (two southbound, three northbound) with median between Vine Street and Cannon Street;
- (vii) the closing of Windsor, Harriet, Mulberry, Mill, Railway and Clarence Streets;
- (viii) the closing of Caroline Street between York and Sheaffe Streets and of Napier Street between Caroline and Bay Streets;
- (ix) the closing of portions of Ray and Crooks Streets and Woodbine Crescent; and
- (x) the construction of cul-de-sacs on Ray and McNeill Streets.

The road improvements as listed are all within the boundaries of the York Street (or Civic Square) urban renewal schemes and the costs therefore are sharable by the partnership. These have been estimated and are set out in the section relating to future public services. Also included in that section are estimates of the cost of related work outside the present scheme boundaries. As mentioned previously this includes the connection of Vine and Merrick Streets to Gore Street and the improvement of the latter (including the Catherine-Gore intersection) in order to relate it to Wilson Street. One further improvement is the proposed connection of Bay Street to the North End perimeter road. Due to its inherent relation to the North End urban renewal scheme, it was recommended earlier that the perimeter road and the block affected by its location (Block 142) be included in that scheme.

Map 16, which illustrates the aforementioned road improvements, also includes the East-West Freeway. The Freeway plan has been amended from that contained in the Transportation Plan in order to accommodate the proposed road system; while the Freeway proper remains substantially unchanged the sole ramp connection which is common to both Transportation Plan and scheme is the Bay Street ramp to the Freeway eastbound. The basic alterations consist of:

- (i) the relocation of the Dundurn-York Street intersection with provision for a new ramp from the Freeway westbound to Dundurn Street southbound;
- (ii) the replacement of an eastbound ramp from the Freeway to Caroline Street by an eastbound ramp to Queen Street;
- (iii) the replacement of a westbound ramp from the Freeway to Hess and Queen Streets by a westbound ramp to Queen Street, with the latter becoming a two-way road north of the Freeway;
- (iv) the deletion of a westbound ramp from the Freeway to Bay Street;
- (v) the addition of a ramp from Bay Street southbound to the Freeway westbound in conjunction with the two-way operation of Bay Street north of the Freeway; and
- (vi) the addition of ramps from Bay Street northbound to the Freeway westbound and from Hess Street northbound to the Freeway eastbound.

One further road improvement which has not been mentioned is the grade separation of Barton and Bay Streets which is associated with the Freeway construction and which involves the south-east and south-west corners of Blocks 107 and 143 respectively. It would appear that the connection of Bay Street southbound to Barton Street westbound would require a triangular area of about 0.57 acres from the relevant corner of the block bounded by Bay, Stuart, Tiffany and Barton Streets. The re-use of Block 107 for industrial (or incinerator) purposes should accordingly have regard to this potential need. The south-west corner of Block 143 (Bay, Murray, Park and Barton Streets) is also required for this grade separation and at least two of the semi-detached houses at the intersection would be affected should this proposal be implemented.

At the start of this section it was indicated that one of the basic considerations of the future road system should be an ability for the system to function subsequent to construction of the Freeway. Apart from arterial and collector roads, which have been discussed, current plans for the East-West Freeway otherwise provide adequately for the local road system, with service roads connecting Oxford, Ray and Magill Streets to Locke Street along the south side of the Freeway

and Oxford, Ray, Magill, Crooks, Inchbury and Kinnel Streets to Locke Street on the north. No further changes which would affect the Freeway design are contemplated as a result of the general policies established for Phase Two of the urban renewal program.

Traffic and Parking Controls

Certain action with respect to traffic and parking regulations must be taken concurrent to the road improvements outlined for the scheme. Traffic signals will be required at the intersections of most arterial roads; the location and phasing of those signals will be determined in the course of implementation through detailed road design.

The potential functions and capacities which have been considered in conjunction with the determination of the arterial road system are based on the prohibition of on-street parking. New road construction (York, Bay and Cannon Streets) must be accompanied by this restriction. The remaining arterial roads (Hess, Queen and Barton-Locke Streets) will almost certainly require the elimination of parking as their volumes increase, especially after construction of the East-West Freeway. Restrictions on parking for local roads may generally remain as they now exist, with possible change occurring as new uses reduce the necessity of on-street facilities. All re-use proposals in the York Street Area must be self-sufficient in meeting off-street parking demand. Provision of off-street parking in existing residential areas (Phase Two) would have a similar effect.

It should also be noted that the City is currently considering a truck route by-law which will have the effect of controlling truck movement south of Barton Street. The by-law generally recommends the prohibition of through truck movements on all but the arterial road system.

While subject to review it would appear that Barton Street, west of Queen Street, must continue as a truck route, at least until

such time as the full effects of the Freeway are known. Although somewhat prejudicial to the amenities of the residential uses in the "north-west quadrant", the elimination of trucks from that section of Barton Street would impose a much heavier and detrimental load on Queen and Hess Streets and on the improved York Street.

3. FUTURE PUBLIC SERVICES

The following constitutes a summary of the nature and estimated cost of the alterations and improvements required to various public services in the York Street Area as a result of the proposed scheme. Included are the underground services of water mains, storm and sanitary sewers, and natural gas, the aerial and underground systems of telephone and hydro and the above-ground facilities of the Hamilton Street Railway. Cost estimates are also included for the road improvements recommended in the previous section.

It should be noted at this time that the recommended improvements and estimated costs are not inclusive of those which may be associated with the construction of the East-West Freeway. Additional changes will undoubtedly be occasioned by the Freeway but these are neither certain (due to the lack of finality of road design) nor in any event are the costs assignable to urban renewal. Also excluded are alterations to services which would result from the possible grade separation of Barton and Bay Streets in conjunction with the Freeway construction.

- (a) Water Mains. The existing water distribution system is, as previously described, largely adequate to accommodate the proposals in the renewal scheme. Only two new mains are required; these are described below and illustrated on Map 19.

(1) Barton Street from Magill Street to Locke Street - the closing of a portion of Crooks Street north of York Street will result in the dead-ending of the water main on Crooks Street and the existing 4-inch diameter main on Barton Street will accordingly be unable to provide adequate flow for fire protection. It is therefore recommended that this facility be replaced by a new 6-inch diameter water main.

(2) Cannon Street from Caroline Street to Hess Street - a new 6-inch diameter main is required as a result of the realignment of Cannon Street west of Caroline Street.

The cost of installing these facilities is under \$20,000 and represents less than a third of the total cost of \$59,980 for water works for the York Street scheme. The balance is attributable to the abandonment of existing services, the capping off of existing water mains and the removal and/or relocation of valves and hydrants on those streets proposed to be closed or widened. A detailed summary is contained in Table 22.

(b) Storm and Sanitary Sewers. The problems associated with changes to the sewage disposal system in the York Street Area are complicated by the antiquated nature of the present combined facilities and the attendant lack of knowledge of their condition and potential remaining life. This is reflected in the comments of the Engineering Department of the City of Hamilton in providing the estimates for work required in conjunction with urban renewal proposals. The City Engineer has indicated that the costs estimates are based on the assumption that the existing combined sewers in portions of Stuart, Barton and York Streets may be converted to use as storm sewers and are capable of handling the design storm flows. He further states that "this assumption may only be confirmed by an examination of the existing sewers and a comprehensive hydrologic study of the various watersheds to be drained."



CANADIAN NATIONAL RAILWAY YARDS

YORK STREET CITY OF HAMILTON URBAN RENEWAL SCHEME

MAP 19 - PROPOSED SEWERS & WATER MAINS

SEWER LINES

WATER MAINS

STORM B SANITARY

_____ STORM

————— SANITARY

MURRAY V. JONES & ASSOCIATES, LTD. MAY 1966 URBAN & REGIONAL CONSULTANTS

Table 22 -

Schedule of Estimated Costs of Municipal Services

<u>Item</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Comments</u>	<u>Water Works \$</u>	<u>Sewers \$</u>	<u>Roads \$</u>
1.	Bay St.	Stuart St.	Cannon St.	W. Abandon existing services and cap off existing water main. S. Construct separate storm and sanitary sewers. R. Road and sidewalk repairs.	3,405	71,500	46,000
2.	Bay St.	Cannon St.	Merrick St.	W. Abandon existing services, cap off existing water main. S. Construct separate storm and sanitary sewers R. Reconstruct and widen road and sidewalks.	3,010	24,500	100,000
3.	Tiffany St.	Stuart St.	Barton St.	W. Abandon services. S. Construct separate storm and sanitary sewers. R. Road repairs and reconstruct sidewalks.	975	20,000	5,000
4.	Railway St.	Mulberry St.	Cannon St.	W. Remove hydrant. S. Abandon existing sewers. R. Abandon existing roads and sidewalks.	55	300	
5.	Caroline St.	Stuart St.	Sheaffe St.	W. Abandon existing services, cap off water main and remove existing valve. S. No work. R. Road and sidewalk repairs.	727		1,000

Table 22 (cont'd)

<u>Item</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Comments</u>	<u>Water Works</u>	<u>Sewers</u>	<u>Roads</u>
6.	Caroline St.	Sheaffe St.	York St.	<u>W.</u> Abandon existing services, cap off existing water main and remove existing valve and hydrant. <u>S.</u> Abandon existing sewer. <u>R.</u> Abandon roads and sidewalks.	2,199	500	
7.	Caroline St.	York St.	Market St.	<u>W.</u> Abandon existing services, cap off water main. <u>S.</u> Construct separate storm and sanitary sewers. <u>R.</u> Reconstruct road and sidewalks.	705	25,000	26,000
8.	Hess St.	Stuart St.	Napier St.	<u>W.</u> Abandon existing services, cap off existing water main and relocate hydrant. <u>S.</u> No work between Stuart and Barton St. Construct separate storm and sanitary sewers between Barton St. and Napier St. <u>R.</u> Repair road and reconstruct sidewalks.	5,535	50,000	61,000
9.	Queen St.	Barton St.	Napier St.	<u>W.</u> Abandon existing services. <u>S.</u> See text.	1,800	No estimate possible without extensive investigations.	1,000
10.	Oxford St.	York St.	300' N'y.	<u>R.</u> Road repair and sidewalks. <u>W.</u> No work. <u>S.</u> No work. <u>R.</u> Repair road and reconstruct sidewalks.			5,000

Table 22 (cont'd)

<u>Item</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Comments</u>	<u>Water Works</u>	<u>Sewers</u>	<u>Roads</u>
11.	Ray St.	York St.	150' N'ly.	<u>W.</u> No work. <u>S.</u> No work. <u>R.</u> Repair road and reconstruct sidewalk.		2,000	
12.	Ray St.	York St.	Peter	<u>W.</u> Abandon existing services. <u>S.</u> Construct separate storm and sanitary sewers. <u>R.</u> Reconstruct road and sidewalks.	900	15,000	18,000
13.	Magill	York St.	150' N'ly.	<u>W.</u> Abandon existing services. <u>S.</u> No work. <u>R.</u> Repair road and reconstruct sidewalks.	150		2,000
14.	Pearl	York St.	100' S'ly.	<u>W.</u> Abandon existing services. <u>S.</u> No work. <u>R.</u> Reconstruct road and sidewalks.	75		4,000
15.	Crooks	York St.	200' N'ly.	<u>W.</u> Abandon existing services, cap off main and remove valve. <u>S.</u> No work. <u>R.</u> No work.	427		
16.	Woodbine Cres.	York St.	Jones St.	<u>W.</u> Cap off existing water main, remove existing valves and hydrants. <u>S.</u> Abandon sewers in portion to be closed. <u>R.</u> Road repairs.	337	300	500
17.	Stuart St.	Bay St.	Tiffany St.	<u>W.</u> Abandon services. <u>S.</u> Construct new sanitary sewers. <u>R.</u> Repair road and sidewalks.	225	15,000	6,000

Table 22 (cont'd)

<u>Item</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Comments</u>	<u>Water Works</u>	<u>Sewers</u>	<u>Roads</u>
18.	Barton St.	Bay St.	Hess St.	<u>W.</u> Abandon existing services. <u>S.</u> Construct new sanitary sewer from Bay St. to Caroline St. <u>R.</u> Repair road and sidewalks.	1,950	10,000	8,000
19.	Barton St.	Magill St.	Locke St.	<u>W.</u> Construct new 6" water main. <u>S.</u> No work. <u>R.</u> Repair road and reconstruct sidewalks.	9,000		13,000
20.	Windsor St.	Caroline St.	Hess St.	<u>W.</u> Remove hydrants. <u>S.</u> Abandon road. <u>R.</u> No work.	110	300	
21.	Harriet St.	Caroline St.	Hess St.	<u>W.</u> Remove existing valve and hydrant. <u>S.</u> Abandon existing sewers. <u>R.</u> No work.	77	500	
22.	Mulberry St.	Bay St.	Caroline St.	<u>W.</u> Remove existing valve and hydrant. <u>S.</u> Abandon existing sewers. <u>R.</u> No work.	77	500	
23.	Mill St.	Caroline St.	Hess St.	<u>W.</u> Remove hydrant. <u>S.</u> Abandon existing sewer. <u>R.</u> No work.	55	300	
24.	Clarence St.	Queen St.	E'ly.	<u>W.</u> Abandon existing services. <u>S.</u> Abandon existing sewer. <u>R.</u> No work.	300	300	
25.	McNeill St.	Queen St.	E'ly.	<u>W.</u> No work. <u>S.</u> Construct separate storm and sanitary sewers. <u>R.</u> Reconstruct road and sidewalks.		6,000	10,000

Table 22 (cont'd)

<u>Item</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Comments</u>	<u>Water Works</u>	<u>Sewers</u>	<u>Roads</u>
26.	Cannon St.	Bay St.	Caroline St.	<u>W.</u> Abandon existing services, cap off existing water main, remove valve and relocate hydrant. <u>S.</u> Construct separate storm and sanitary sewers. <u>R.</u> Repair road and sidewalks.	2,092	14,300	11,000
27.	Cannon St.	Caroline St.	York St.	<u>W.</u> Abandon existing services, remove valve and hydrant between Caroline St. and Hess St., con- struct new 6" water main. <u>S.</u> Construct separate storm and sanitary sewers. <u>R.</u> Construct new road and sidewalks.	11,027	20,700	82,000
28.	York St.	Bay St.	Queen St.	<u>W.</u> Abandon existing services, cap off existing water mains and relocate hydrants. <u>S.</u> Construct new sanitary sewer. <u>R.</u> Repair road and sidewalks.	8,040	25,000	27,000
29.	York St.	Queen St.	Locke St.	<u>W.</u> Abandon existing services and cap off existing water main. <u>S.</u> Construct new sanitary sewer between Queen St. and Locke St. <u>R.</u> Construct new road and sidewalks.	4,755	30,000	230,000
30.	Peter St.	Hess St.	Queen St.	<u>W.</u> Abandon existing services. <u>S.</u> Construct separate storm and sanitary sewers. <u>R.</u> No work.	525	12,000	

Table 22 (cont'd)

<u>Item</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Comments</u>	<u>Water Works</u>	<u>Sewers</u>	<u>Roads</u>
31.	Peter St.	Queen St.	Ray St.	<u>W.</u> Abandon services. <u>S.</u> Construct separate storm and sanitary sewers. <u>R.</u> Repair road and reconstruct sidewalks.	600	15,000	8,000
32.	Napier St.	Bay St.	Caroline St.	<u>W.</u> Remove valve. <u>S.</u> Abandon existing sewer. <u>R.</u> No work.	22	500	
33.	Napier St.	Caroline St.	Hess St.	<u>W.</u> Abandon existing services. <u>S.</u> No work. <u>R.</u> Repair road and reconstruct sidewalks.	675		10,000
34.	Market St.	Bay St.	Caroline St.	<u>W.</u> Abandon existing services. <u>S.</u> Construct separate storm and sanitary sewers. <u>R.</u> Reconstruct road and sidewalks.	150	10,000	24,000
TOTALS					<u>\$59,980</u>	<u>\$367,500</u>	<u>\$700,500*</u>

*Exclusive of cost of Merrick Street extension and connection of Vine and Gore Streets - \$800,000.

Source: Department of Engineering, City of Hamilton.

New facilities required include separate storm and sanitary sewers for Bay, Cannon, Peter, Market, Tiffany, Ray and McNeill Streets and for parts of Hess and Caroline Streets. New sanitary sewers are needed for York and Stuart Streets and for a portion of Barton Street. The foregoing accounts for the majority of the total cost of \$367,500 for sewers; the remainder is required for the cost of abandoning sewers on roads to be closed. A detailed summary of these recommendations is contained in Table 22 and the location of new facilities is illustrated on Map 19.

The item for which no cost has been included is related to Queen Street between Barton and Napier Streets. The City Engineer has advised, in this regard, that his department is unable to provide such an estimate.

"The existing combined sewer on Queen Street North was constructed from Hamilton Harbour (formerly Burlington Bay) to York Street in 1888 and extended southerly to King Street West in 1892. This sewer is egg-shape in cross-section with the principal axis measuring 3'-0" and 4'-6" and is constructed of brick masonry. Its physical condition is unknown and, therefore, we are unable, at this time, to predict its remaining useful life.

There will be need for separate storm water and sanitary sewers on Queen Street North to serve the proposed redevelopment. It may well be that the existing combined sewer will adequately serve as one or the other of these sewers but this will only be determined after its physical condition has been thoroughly examined and the hydrology of the watershed has been studied.

The sewers eventually constructed on Queen Street North to serve Scheme Area 2 will be the most important trunk sewers in the development area. Their design will be greatly affected by the geometry of the proposed East-West Freeway about which we have very little information. Taking all factors into consideration, we think it would be unwise for us to attempt to estimate, at this time, the cost of the required sewer work on Queen Street North to serve the proposed redevelopment."

The City Engineer has also indicated that sanitary sewage from the Woodbine Crescent area may have to be pumped to a suitable outlet after construction of the East-West Freeway. Final costs in this area will have to be determined after more is known about the proposed Freeway and the grade separation and realignment of York Street.

(c) Roads. Road improvements associated with the renewal plan have been discussed in a previous section of this report and illustrated on Map 18. The roads primarily affected by the scheme are York, Bay and Cannon Streets and these account for \$486,000 or more than two-thirds of the total of \$700,500 estimated as required for road purposes. The balance is allocated to reconstruction and repair of roads and sidewalks on other streets, particularly those which are affected by the installation of new underground facilities. Table 22 provides a breakdown of these costs.

Certain improvements outside the Civic Square and York Street Areas have been previously described as urgently required in conjunction with the internal road proposals. These include the connection of Vine and Merrick Streets to Gore Street, the improvement of the Catherine-Gore intersection and the connection of Gore to Wilson Street. The total estimated for this improvement is \$800,000, a cost which at present would not be sharable by the partnership. It is strongly recommended that the streets and area affected by these associated road improvements be considered as constituting part of the scheme area for cost sharing purposes. There is no question of the need for the Merrick-Vine-Gore-Wilson improvement as a direct result of the road system proposed in the Civic Square and York Street schemes and more particularly the closing of York Street between Bay and James Streets. It would be most unfortunate if the municipality were obliged to meet this urban renewal commitment entirely on its own.

(d) Natural Gas. Certain underground facilities of United Gas Limited are affected by the scheme proposals; these have been illustrated on Map 20 and are summarized below.

(1) Woodbine Crescent - The abandonment of this main will necessitate supply to Dundurn Castle from Tecumseh Street.

Abandonment	\$2,100
New main	<u>2,200</u>
Total	<u>\$4,300</u>

(2) Crooks Street - The closing of a portion of Crooks Street will necessitate an alternate supply from Barton Street and a regulator pit.

Abandonment	\$ 600
New main	1,600
Regulation	<u>1,500</u>
Total	<u>\$3,700</u>

(3) Napier Street - The abandonment of an 8-inch low-pressure main on Napier Street between Caroline and Bay Streets will require additional regulation in the vicinity of Market and Bay Streets.

Abandonment	\$ 800
Regulation	<u>5,500</u>
Total	<u>\$6,300</u>

(4) York Street - The widening of York Street will result in the need to abandon the existing main. A portion of the cost of new main installation has been allocated to the supply of existing load which will remain after redevelopment.

Abandonment	\$8,100
New main	<u>4,800</u>
Total	<u>\$12,900</u>

The remaining cost of \$9,200 is incurred through the cost of abandoning local services on streets proposed for closure. The resulting total for the York Street Area is \$36,400. This

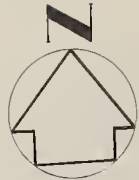
figure is premised on the retention of an easement for a 16-inch intermediate-pressure main along Cannon Street (six feet north of the existing south curb) and for a 4-inch line on Caroline Street between Cannon and Sheaffe Streets (two feet west of the west curb). There would appear to be no difficulty in providing for the Cannon Street main within the existing and new road allowance. An easement on Caroline Street will be retained (as shown on Maps 19 and 20) to accommodate various underground facilities.

(e) Telephone. The relocation and replacement of aerial cables of the Bell Telephone Company of Canada which are required by the scheme are illustrated on Map 21. The following costs are involved.

- (1) Crooks Street - The re-routing of existing cable on Crooks Street to Magill Street is necessitated by the closing of the former; the estimated cost is \$1,000.
- (2) Bay Street - Reconstruction of Bay Street between York and Cannon Streets must be accompanied by the relocation of the existing aerial cables. The cost of placing these underground is estimated to be \$8,000.
- (3) York Street - The relocation (in part) and widening of York Street will require the replacement of a number of existing manholes and the installation of access manholes away from the travelled portion of the road. The estimated cost is \$52,000.

To the above amounts may be added \$5,000 to cover the cost of temporary relocations of existing cable during clearance and redevelopment. The over-all total cost is \$66,000, a figure again premised on the retention of the Caroline Street easement.





100 0 100 500
FEET

DUNDURN PARK

CANADIAN NATIONAL RAILWAY YARDS

YORK STREET CITY OF HAMILTON URBAN RENEWAL SCHEME

MAP 21 - PROPOSED HYDRO & TELEPHONE LINES

TELEPHONE LINES
HYDRO LINES

EXISTING UNDERGROUND
CONDUIT STRUCTURE
MAIN FEEDER CABLE

MAJOR AERIAL CABLE

SECONDARY FEEDER CABLE

EXISTING BURIED CABLE

EXISTING CABLE

UNDERGROUND CABLE

MAY 1966
MURRAY V JONES & ASSOCIATES, LTD. URBAN & REGIONAL CONSULTANTS

- (f) Hydro. The necessary changes to facilities of the Hamilton Hydro-Electric System have also been illustrated on Map 21. The estimated cost of \$89,630 includes the labour and cost of materials involved in the re-routing and/or relocation of supply lines in order to maintain service to existing consumers. The major portion in this total is, however, a sum of about \$73,000 for the extension of primary street light circuits and the underground relocation of street lights for York, Bay and Cannon Streets. A further cost of \$8,000 is incurred by changes to the underground system to relocate aerial primary circuits. This involves an underground cable on Merrick Street between Bay and Parks Streets and an aerial cable north on Park Street.
- (g) Public Transportation. The sole bus route of the Hamilton Street Railway Company which is affected by the plan is the York Street route. The change in route for this bus is occasioned by the creation of York Street as a one-way eastbound road between Queen and Bay Streets, thus prohibiting the present outbound direction along York Street. An acceptable alternative is the routing of the outbound York bus north from Bay and Merrick Streets to Cannon Street and west on Cannon to the two-way portion of York Street. The inbound route would, of course, follow York Street back to Bay and Merrick Streets where it would enter the Civic Square Area. It may be noted on Map 16, provision has been made for bus bays along a portion of the revised route.

Having regard to the future severance from the York Street bus route of most of the streets north of the proposed Freeway, consideration should perhaps be given to an extension of service to that area, possibly along Barton Street. Dependency of the residential area in the north-west quadrant on public transportation is evidenced by the relatively low proportion of family car ownership which is estimated by field survey to be 60%. Employees

in the industrial north-east quadrant could also benefit by such a route.

Summary

The following list is a summary of the total servicing costs applicable to the urban renewal measures proposed for the York Street Area:

Water mains	\$ 59,980
Storm and sanitary sewers	367,500*
Roads (York Street Area)	700,500.
(Outside)	800,000**
United Gas Limited	36,400
Bell Telephone Company	66,000
Hamilton Hydro-Electric System	<u>89,630</u>
Total	<u>\$2,120,010</u>

*Exclusive of costs for Queen Street storm and sanitary sewers for which no estimate is presently available.

**Extension of Merrick Street and connection of Vine and Gore Streets; recommended for cost-sharing by the partnership.

4. PROPOSED PUBLIC USES

The re-use proposals described in this section are either public or semi-public in their function and operation. They include a secondary school, junior public school, training centre for retarded adults and a school for retarded children as well as public housing and senior citizens units. Also included in this scheme are three relatively limited areas of public open space. The site numbers specified have reference to Map 16.

Secondary School (Site 18) - As in the case of the education centre in the Civic Square Area, the Hamilton Board of Education expressed an early interest in the York Street Area. Its need in this instance was for a site for a composite secondary school to serve a substantial portion of the west end of the city.

Minimum requirements for the site have been specified as being adequate to contain a building of about 180,000 square feet containing 25 classrooms, 38 special rooms (shop, commercial, laboratories, etc.), a double and single gymnasium, two activity rooms plus an auditorium and cafeteria. A swimming pool should also be added in order to provide mutually for school and community recreational needs. Additional area requirements are for a track and football field and for parking for about 65 to 70 cars.

The site selected for this use is within the two blocks bounded by York, Bay, Cannon and Hess Streets, with the intervening Caroline Street proposed to be closed. The net area is about nine acres including the use for other than building purposes of a service easement along the right-of-way of Caroline Street. Map 16 illustrates the potential development of the site with the school buildings adjoining Bay Street in the eastern block while the playing field extends across the easement to Hess Streets. The main school building will have to be three storeys in height in order to be accommodated on the property and still leave room for adequate parking and landscaping appropriate to its location adjoining the Civic Square Area.

The 1966 to 1970 capital budget includes a total of \$1,554,000 for land acquisition and \$77,000 for clearance in 1966 for the secondary school, these of course being estimated costs only. A further \$4,800,000 has been allocated for 1967 to 1970 in the education portion of the budget to provide for the cost of construction of this facility.

Junior Public School (Site 19) - A 2-acre site has been set aside for a junior public school on the lands to the north of Cannon Street at Hess Street. It is intended that the school be developed prior to the removal of the existing Hess Street school in conjunction with the extension of Cannon Street to York Street.

As far as can be determined at this time the school would need to be around ten to twelve classrooms in size with a kindergarten and play-assembly room. The total area on two floors would be about 34,000 square feet and the site would also need to accommodate parking for fifteen cars. The recommended staging program outlined later in this report proposes the acquisition of the necessary lands in Stage 2, or in the period from 1971 to 1975.

Training Centre for Retarded Adults (Site 15) - The Hamilton and District Association for Retarded Children, an agency which also operates an adult training centre, has indicated an immediate need for a new downtown location for the latter function. Adequate space is required on the site for a building of 15,000 to 20,000 square feet on one floor with an outside recreational area and parking for twenty cars.

The site recommended for this purpose is the eastern 1.1 acres of the block bounded by York, Hess, Napier and Caroline Streets. The property is required by late 1966 and funds have been allocated for acquisition and clearance this year in the capital budget.

School for Retarded Children (Site 1) - The same agency as above also requires a site for a School for Retarded Children to serve the west and central areas of the city. About two to 2½ acres are needed in order to provide for a 15-room school with service facilities (approximately 20,000 to 25,000 square feet on one floor), parking for twenty cars and buses and a moderate amount of play area.

The area recommended for this use is the portion of Woodbine Crescent remaining to the north of the Freeway and west of the Dundurn-York Street intersection. Acquisition of these lands and closing of the remaining road allowance of Woodbine Crescent is proposed for Stage 2 and it would appear that the requirements of the Association would demand an early priority within this stage.

Public Housing (Sites 3 to 7, 9, 10, 23 and 24) - A total of nine sites are recommended for public housing, comprising two sites for senior citizens housing, five sites for family housing and two sites for combined senior citizen and family housing. The total number of senior citizens units is 251, with 318 units proposed for family housing.

In recommending the development for each site shown on Map 16 and on the perspective drawing, the site planning standards of the National Building Code have been followed and car parking has been provided on grade at a ratio of 25% of senior citizen units and 80% of the family housing units. The development proposed for each site is diagrammatic and does not attempt to indicate a detailed architectural solution. The total number of units indicated is of course flexible, depending on the final site arrangement of buildings, the size and type of units etc., but it is believed to be a reasonable determination of site potential based on a 'low rise' concept for family housing and predominantly 'high rise' apartments for senior citizens.

The proposed public housing concept and the general siting and arrangement of buildings shown on Map 16 have been discussed with a representative of the Ontario Housing Corporation and found to be satisfactory and basically acceptable.

A summary of the disposition of the various units proposed for each site is shown on the following Table 23.

Table 23 - Summary of Proposed Public Housing

<u>Site No.</u>	<u>Stage</u>	<u>Type of Housing</u>	<u>No. of Units</u>	<u>Site Area (Acres)</u>	<u>Units per Acre</u>
3	1	Senior citizen - row housing	5	0.27	18.5
4	1	Family - row housing and maisonettes	18	0.90	20
5	1	Senior citizen - row housing	10	0.48	20.8
6	2	Family - row housing	11	0.60	18.3
7	2	Family - row housing	7	0.36	19.4
9	1	Family - row housing	15	0.76	19.7
10	2	Family - row housing	12	0.63	19.0
23	3	Family - row housing and maisonettes	166	7.78	39.5
		Senior citizen - apartments	142		
24	2	Family - row housing and maisonettes	89	4.28	42.8
		Senior citizen - apartments	94		
			569		

Totals

Total senior citizen housing - 251 units
Total family housing - 318 units
Total public housing 569 units

The details of the development proposed for each site is as follows:

Site 3. Five one-storey senior citizens units are proposed on the 0.27-acre property, which represents a density of 18.5 units per acre. These units would be located next to the proposed convenience stores at Locke Street and are scheduled for development in Stage 1.

The domestic scale of these and other public housing units on York Street has been emphasized by 'staggering' the individual units along the alignment of York Street in order to strengthen the relation between old and new housing forms and to unify the street scene.

Site 4. Two buildings consisting of seven row housing units and eleven maisonette units are proposed on a site area of 0.9 acres at an over-all density of twenty units per acre. Development is scheduled in Stage 1. Each building would be two storeys in height and the individual row housing units are 'staggered' along York Street with the living areas of each unit facing south away from York Street. The maisonette units are placed behind the row houses and face east and west. A common car parking area for sixteen cars is provided with access from Pearl Street.

Site 5. This site on York Street adjoins the proposed food store and other stores associated with the motor hotel complex and because of the restricted dimensions of the site it is recommended for senior citizens housing. A one-storey building comprising ten units is shown on this site of 0.48 acres, representing a density of 20.8 units per acre and is scheduled for Stage 1 development. The units are 'staggered' in plan and have a parking area for three cars with access from the turning circle on Ray Street.

Site 6. Because of restricted depth, this site on York Street is proposed for a total of eleven family-type row housing units which are 'stepped' in plan and are two storeys in height. The living areas of units would face north away from York Street. The site is 0.60 acres in area and would be developed in Stage 2 at a density of 18.3 units per acre. Parking is provided for nine cars with access from Magill Street.

Site 7. This site is the most easterly of the group of public housing sites located on York Street and is proposed for seven family units in a two-storey row house building which is turned 'end on' to York Street as a visual termination to the rest of the group. Living areas of the units face west, away from the existing service station on the east side of the site. A landscaped screen on the east boundary of the

site would act as a buffer between these uses. Parking is provided for six cars with access off Ray Street.

The site is 0.36 acres in area and would be developed in Stage 2 at a density of 19.4 units per acre.

Site 9. Two buildings are proposed on this site on Oxford Street for development in Stage 1. Each building contains row house units with living areas located away from the common car parking area which has capacity for twelve cars.

A total of fifteen units are provided on a 0.76-acre site, representing an over-all density of 19.7 units per acre.

Site 10. This site is at the east end of McNeill Street and is proposed for twelve units in two 2-storey buildings which form an enclosed courtyard area to create a terminus feature. The units are for families and because of site limitations row housing is used with living areas generally facing on to the landscaped courtyard. Parking for twelve cars is provided at the north side of the turning circle.

The site is 0.63 acres in area and would be developed in Stage 2 at a density of 19.0 units per acre.

Site 23. This site with an area of 7.78 acres is the largest and is proposed for a combination of 'low-rise' family units and a 'point block' apartment building for senior citizens. The site is in a good location next to a park, elementary school and secondary school and is convenient to shopping facilities. Most of the site area is devoted to a mixture of family units in various forms of building which vary in height between two, three and four storeys and cluster around a series of interconnected landscaped courtyards. The remaining portion of the site is used for a senior citizens 'point block' which provides a vertical element and focal point for the area. Parking areas are at

grade and strategically located to serve the units with access off Bay and Cannon Streets.

In the three- and four-storey buildings, the larger family units would be located with direct access to the ground, and the upper storeys would be for smaller family units. The three-storey building is envisaged as a series of one-storey units over two-storey maisonette units with individual access to the upper units from a second storey corridor. The four-storey building is a combination of two-storey maisonette units stacked on top of two-storey maisonette units at grade, with kitchen and living areas in the upper units at the third storey which obviates to a great extent the need for any form of passenger elevators. The two-storey buildings are shown as either two-storey row house units which are 'staggered' in plan or as two-storey maisonette units.

The total number of units provided for senior citizens is 142 in an 18-storey 'point block' and the total family units provided is 166 in 'low rise' buildings. This represents an over-all density of 39.5 units per acre and development is scheduled for Stage 3.

Site 24. This site of 4.28 acres adjoins the west side of Site 23, having frontage on Hess Street and sharing the same amenities as Site 23. The development proposed is similar in concept to Site 23 and consists of a twelve-storey 'point block' for senior citizens combined with 'low rise' family housing in two-, three- and four-storey buildings. Parking is provided at the north and south ends of the site with access from Hess Street.

A total of 94 senior citizens units are provided in the twelve-storey tower and 89 family units in maisonettes and row houses at an over-all density of 42.8 units per acre. Site development is proposed in Stage 2.

Parks (Sites 11, 12 and 20)

The following park areas are proposed:

Site 11 has an area of 0.74 acres and adjoins the 'island' park created by the intersection of Cannon and York Streets. It serves a neighbourhood function for the adjoining housing areas both existing and proposed and creates a desirable open space feature and focal point appropriate to the intersection of two major traffic arteries. Development is scheduled for Stage 2 concurrent with the extension of Cannon Street to York Street.

Site 12 is located in the island formed by the intersection of Cannon, York, Queen and Hess Streets and is 0.70 acres in area. Its primary function would be as a landscaped open space feature which would be a major focal point creating a sense of arrival at and departure from the Civic Square and the downtown area. It would also complement the 22-storey apartment 'point block' on the south side of York Street at this intersection. Some form of sculpture with an illuminated fountain is suggested for this location and development of this park is proposed in Stage 2.

Site 20 is a 1.53-acre neighbourhood park serving the general area. It is connected to the public school and adjacent to the secondary school, and forms an integral open space feature in the site design of the adjoining public housing development. It has frontage on Cannon Street and development is primarily related to Stage 3.

5. PROPOSED PRIVATE USES

There are a number of private re-uses proposed for sites in the York Street Area. Most of these, including institutional, residential and industrial uses are east of Queen Street; two commercial sites are located on the York Street frontage west of Queen Street. All are described below in some detail and reference should be made to Map 16 and to the perspective drawing found earlier in this report.

Masonic Temple (Site 14) - One of the earliest private uses proposed for the York Street Area is that of a new Masonic Temple to serve the Hamilton district. This is proposed for a 1.9-acre site at York and Hess Streets, acquisition of which, together with the remainder of the block to the east, has been provided for in 1966 in the 1966-1970 capital budget. The entire block is bounded by York, Hess, Peter and Caroline Streets and the estimated cost of acquisition for both the Masonic Temple and Adult Training Centre (Site 15) properties is \$650,000 with \$34,000 allocated for clearance and services.

The proposed building is two storeys high with a ground floor area of about 9,000 square feet. Parking for 110 cars is provided at the rear of the site with access from Peter and York Streets. The balance of the site, particularly along York Street, will be landscaped.

Salvation Army (Site 17) - The Salvation Army in Hamilton presently owns land between Merrick and Vine Streets, a portion of which extends west and fronts onto Bay Street. This property is now occupied by an old warehouse which is adjoined on the south by a relatively new Dominion Tire Store and on the north by an industrial building in very poor condition. The Salvation Army has plans for the demolition and replacement of the warehouse on its present property. In order to consolidate the uses in this block and, while so doing, remove the existing blighted structures, it is recommended that the 0.3-acre property at the corner

of Bay and Vine Streets be acquired and incorporated into an enlarged site, capable of accommodating a warehouse of about 12,000 square feet on one floor.

The Salvation Army has been approached on this matter and has indicated its interest. While no final decision has been made it would appear desirable to acquire the additional land in the hope that it will be used for this purpose rather than be left to the future with an uncertain re-use potential. Acquisition is proposed in Stage 1 for 1967, a date consistent with the known timing for the warehouse construction.

Convenience Stores (Site 2) - A site of 1.1 acres has been designated on the plan at York and Locke Streets for the purpose of providing in Stage 1 a limited number of convenience stores. This site, which is obtained through closing that portion of Crooks Street south of the Freeway, can accommodate about 10,800 square feet of building. The approximately nine stores which can thus be accommodated will not only serve to meet the local commercial demand from the western portion of the York Street Area but will also provide for the relocation of some of the York Street businesses which will be acquired as part of the scheme.

The concept expressed on Map 16 and on the perspective is to create a staggered group of one-storey stores with a landscaped frontage on York Street and with parking for about 35 cars in the rear. Access would be available from Locke Street and from the service road which is to be included as part of the Freeway construction.

Shopping Centre and Motor Hotel (Site 8) - The 4.0-acre block bounded by York, Ray, Peter and Queen Streets is proposed for the location of a combined shopping centre and motor hotel. The plan envisages these functions as being contained in two buildings, one a U-shaped structure with the motor hotel and stores flanked on the west by a connected

building housing a food store. Both effectively surround a landscaped courtyard, open air restaurant and swimming pool.

The U-shaped building is proposed at a total ground floor area of 22,000 square feet, 6,000 square feet in stores and the remainder in various functions (lobby, restaurant, lounge, banquet facilities, etc.) associated with the motor hotel. Orientation of the walkthrough stores is to York Street, or in the northern arm of the "U", with the eastern and southern arms fronting on Queen and Peter Streets respectively. The two upper storeys of the entire building can accommodate about 100 motel units in the 44,000 square feet allocated.

The western building, which should not have any visual exposure or access to the courtyard, is proposed for a 10,000 square foot food store with an additional 2,000 square foot covered service area. Parking for this use, together with the stores and off-hour use of the banquet facilities in the motor hotel, is provided at grade to the south and west at a total of 157 spaces. Access to the parking areas and to the underground parking associated with the motor hotel is from York Street and from Queen Street opposite Peter Street. The western parking lot is shown as being buffered from the adjoining residential area by a landscaped berm.

Development of these uses is proposed for Stage 2, coincidental with or subsequent to the widening and improvement of York Street.

Auto Service Centre (Site 21) - The lands at the north-east corner of Bay and Cannon Streets are presently occupied by a scrap yard - one of several similar blighting influences in the south-west quadrant. In order to improve the Bay Street frontage (the remainder of the block is used by the relatively new building of the Bell Telephone Company) it is proposed to acquire this 0.5-acre property and use it

for the purpose of an automotive service centre. Action towards this end has been programmed for Stage 3, generally coincidental with the redevelopment of the lands across the street for public housing purposes.

Private Housing (Sites 13 and 16) - The block (Site 13) between the motor hotel and the Masonic Temple is proposed in Stage 2 of the plan for a high-rise apartment building. The site, 1.1 acres in area, is bounded by York, Queen, Peter and Hess Streets. The building shown on Map 16 is a 22-storey point block containing 195 units at a floor area to lot area ratio (floor space index) of 2.9. The 195 units would consist of 86 bachelor, 87 1-bedroom and 22 2-bedroom units. The relatively high density is deemed to be appropriate both to create a significant vertical element at this location on York Street and to compensate for the high costs estimated for acquisition and clearance. The height of the structure will also serve to minimize the effect of the existing industrial use to the south. Parking, apart from some twenty spaces at grade, would be underground with access from Peter Street.

Site 16, the second of the two private housing proposals in Stage 2 of the scheme, consists of the two blocks bounded by York, Caroline, Market and Bay Streets and includes the intervening portion of Napier Street, which is proposed to be closed. The resulting site, approximately 4.3 acres, is proposed to contain two high-rise apartment buildings, one a 25-storey point block on York Street near Caroline Street and the other a 16-storey slab building running parallel to Bay Street and flanking the Civic Square development.

A total of 635 units are included in these two buildings, with a floor area to lot area ration of 2.5. The point block building would contain a suggested 74 bachelor and 148 1-bedroom units; in the slab building, there would be 190 bachelor units, 191 1-bedroom

units and 32 2-bedroom units. Connecting the apartment buildings is a series of single-storey convenience stores which would cater mainly to the apartment residents but could serve as a local commercial function for the nearby uses as well. These seven or eight stores would total about 8,000 square feet and together with the slab apartment building, adjoin a private landscaped area. Access to both the underground parking and the 63 spaces at grade is from Market and Caroline Streets, the parking generally surrounds the existing Eaton's warehouse which is recommended to be retained.

Industrial (Sites 22 and 25 to 30) - There are a number of sites, all to the east of Queen Street, which are proposed for industrial use. Site 22, a small parcel of land on Bay Street presently containing five row houses in poor condition, is proposed in Stage 3 for some industrial or semi-industrial use of limited size. The 0.2-acre property will accommodate a building with a ground floor area of around 3,000 square feet while leaving some provision for parking.

Site 25 consists of the eastern half of the block bounded by the Freeway (Patterson Street), Queen Street, Clarence Street and Hess Street. The property which is approximately 0.8 acres in size, will permit the construction of an industrial building of at least 10,000 square feet at grade. Acquisition is contemplated for 1967.

The western half of the same block (Site 26) is proposed to contain an employee parking lot for the Tuckett Tobacco Company, which is opposite the property on Queen Street. One of the recommendations in the plan is to exchange the lands presently in use for parking to the south of the Tuckett Tobacco building for the site under discussion. The result would be the consolidation of industrial uses adjacent to the Freeway and, of course, the residential use of the lands next to York Street. Proposed for Stage 1 (1967)

the 0.9-acre site would accommodate 108 parking spaces, a total probably in excess of the capacity of their existing lot. The company has been approached as to its opinion of such a transaction and has, subject to further discussion, indicated its willingness to cooperate.

Four other sites have been proposed for industrial use; all are north of the Freeway and east of Queen Street. Site 27, a 0.2-acre property now occupied by a vacant and deteriorated industrial building, is proposed for clearance in Stage 2 and the land disposed of to one or other of the abutting owners. The remaining three sites (28, 29 and 30) are all recommended for multiple-industrial use:

Site 28 - a total of 2.8 acres bounded by Caroline, Barton and Hess Streets and the Freeway and including the closed road allowance of Windsor Street;

Site 29 - 0.8 acres north of Barton Street between Caroline and Hess Streets; and

Site 30 - 5.0 acres bounded by Barton, Bay, Stuart and Tiffany Streets.

Map 16 has graphically illustrated the use of these lands for multiple industrial purposes with Site 29 being proposed for acquisition in Stage 1 (1969) for possible use in the relocation of specialized automotive wholesale and service facilities displaced from the Civic Square. The sites (in numerical order) are capable of accommodating at least 50,000, 11,000 and 75,000 square feet of ground floor area respectively. Sites 28 and 30 are included in Stage 2.

6. FEASIBILITY OF PROPOSED USES

(a) Public Housing

The public uses proposed by the plan include both schools and parks as well as major improvements to three arterial roads. While these uses have been previously discussed, the major public use proposed, that of public housing, requires further clarification and will be the subject of this section.

(i) The Housing Problem

Although there is some intermixture of land uses, the scheme area is predominantly residential with a variety of accommodation in single, semi-detached and row houses with a few buildings in higher multiple-family use. The typical area house was built fifty to eighty years ago and is a single detached 2- or 3-storey brick residence on a narrow lot. Also representative of the area is the century old single-storey detached stucco or frame type of dwelling. There are comparatively few apartment buildings, most having been converted from large single-family residences. The only recent apartment construction consists of two 23-unit buildings on Tecumseh Street.

Generally speaking, two distinctive residential areas are created by the north-south axis of Queen Street. West of this main artery, houses are in generally sound structural condition due to a higher proportion of owner-occupied dwellings with attendant higher maintenance standards. Minimal use of streets as connecting thoroughfares between York and Barton Streets contributes to the residential character. Despite the present blighting influence of York Street and the future division of the area by the proposed East-West Freeway, the lands west of Queen Street could continue to provide modest but adequate housing for its residents.

To the east of Queen Street, residential areas are interspersed with commercial and industrial areas, the latter emerging as the dominant use of land. Here, a high degree of absentee ownership coupled with neglect has resulted in pockets of relatively poor housing. The heavy truck traffic, noise, smoke and odours created by nearby industry further contribute to an unpleasant and unsightly residential environment. Because of these factors the housing east of Queen Street is considered to be inadequate in terms of both structural condition and residential environment.

York Street is similarly unsuitable as a residential area. While many single-family residences on York Street provide adequate housing, most of the flats behind and above the stores are poorly designed and maintained and are considered sub-standard for residential purposes. Like the area east of Queen Street, York Street has suffered from the lack of proper development controls. The resulting quasi-commercial-residential environment is one of confusion and blight.

(ii) The Rehousing Demand

These then are the conditions which affect the 4,700 residents of the scheme area; the measures recommended to correct these deficiencies will result in the relocation of nearly 2,600 persons. The characteristics of these people are outlined in Table 24 by implementation stages of the plan and by estimated family income. The latter was calculated by taking the mid-points of each income category as related to individual family workers. Additional income including lodgers' rent was included where known and applicable. Persons whose only income consisted of welfare payments, pensions (other than the Old Age Pension) unemployment insurance or invested income were included in the "unknown" category.

TABLE 24

NUMBER AND CHARACTERISTICS OF HOUSEHOLDS TO BE RELOCATED BY STAGES, 1966-1979

CHARACTERISTICS	ALL STAGES						
	TOTAL	Stage 1		Stage 2		Stage 3	
		FAMILY	NON-FAMILY	FAMILY	NON-FAMILY	FAMILY	NON-FAMILY
Total No. of Households	668	192	27	345	49	55	
Total No. of Persons	2580	785	62	1436	71	226	
No. of Childless Families	133	48		75		10	
- Total Persons	307	112		170		25	
- Total Lodgers	99	17	35	20	22	5	
- Related to Family	24	11		12		1	
- Families with Lodgers	60	13	11	17	15	4	
No. of Two-Parent Families	375	119		225		31	
- Total Persons	1867	591		1120		156	
- Total Children	1023	328		605		90	
- Total Lodgers	94	25		65		4	
- Related to Family	64	12		48		4	
- Families with Lodgers	65	14		48		3	
No. of One-Parent Families	84	25		45		14	
- Total Persons	273	82		146		45	
- Total Children	171	50		90		31	
- Total Lodgers	18	7		11			
- Related to Family	7	3		4			
- Families with Lodgers	11	4		7			
Total No. of 1-Person Households	50		16		34		
2-Person Households	153	46	3	79	12	13	
3-Person Households	126	43	3	66		14	
4-Person Households	125	40	1	76	2	6	
5-Person Households	89	25	1	52	1	10	
6-Person Households	52	16		29		7	
7-Person Households	36	10	2	23		1	
8-Person Households	21	4	1	14		2	
9-Person Households	8	4		3		1	
10+Person Households	9	4		4		1	
Owner Occupied Households	310	67	18	188	14	23	
Tenant Occupied Households	358	125	9	157	35	32	
- Monthly Rent under \$25.	9	1		2	6		
\$ 25 - \$ 49.	79	27	7	25	13	7	
\$ 50 - \$ 74.	204	69	2	99	15	19	
\$ 75 - \$100.	63	28		29	1	5	
Over \$100.	3			2		1	
No. of Persons - Unemployed	145	53	3	61	12	16	
- Retired	222	47	25	109	23	18	
- With Financial Aid	148	60	6	68	4	10	
- With Invested Income	34	8	4	15	7		
- Receiving O.A.P.	135	26	21	62	15	11	
- On Welfare	140	42		64	2	32	

TABLE 24-A

NUMBER AND CHARACTERISTICS OF FAMILY HOUSEHOLDS TO BE RELOCATED IN STAGE ONE

CHARACTERISTICS	STAGE ONE						
	TOTAL	Families by Estimated Household Income (\$)					
		-38	39-57	58-76	77-104	105+	Unknown
Total No. of Households	192	7	1	37	59	58	30
Total No. of Persons	785	16	3	145	238	262	121
No. of Childless Families	48	5	1	8	14	14	6
- Total Persons	112	12	3	18	30	36	18
- Total Lodgers	17	2	1	2	3	8	1
- Related to Family	11		1	2	3	5	
- Families with Lodgers	13	1	1	2	2	6	1
No. of Two-Parent Families	119			24	44	41	10
- Total Persons	591			111	206	219	55
- Total Children	328			62	112	119	35
- Total Lodgers	25			1	6	18	
- Related to Family	12			1	2	9	
- Families with Lodgers	14			1	4	9	
No. of One-Parent Families	25	2		5	1	3	14
- Total Persons	82	4		16	2	7	53
- Total Children	50	2		8	1	3	36
- Total Lodgers	7			3		1	3
- Related to Family	3					1	2
- Families with Lodgers	4			1		1	2
Total No. of 1-Person Households							
2-Person Households	46	6		9	13	10	8
3-Person Households	43		1	10	11	14	7
4-Person Households	40	1		7	16	10	6
5-Person Households	25			3	9	9	4
6-Person Households	16			5	4	6	1
7-Person Households	10			1	4	3	2
8-Person Households	4			1		3	
9-Person Households	4			1	2		1
10+Person Households	4					3	
Owner Occupied Households	67	4		3	24	31	5
Tenant Occupied Households	125	3	1	34	35	27	25
- Monthly Rent under \$25.	1			1			
\$ 25 - \$ 49.	27	2		11	6	4	4
\$ 50 - \$ 74.	69	1	1	18	20	13	16
\$ 75 - \$100.	28			4	9	10	5
Over \$100.							
No. of Persons - Unemployed	53	1		8	1	7	36
- Retired	47	15		5	7	6	14
- With Financial Aid	60			1	2	7	50
- With Invested Income	8					2	6
- Receiving O.A.P.	26	14		2	6	3	1
- On Welfare	42						42

TABLE 24-B

- 129 -

NUMBER AND CHARACTERISTICS OF FAMILY HOUSEHOLDS TO BE RELOCATED ON STAGE TWO

CHARACTERISTICS	STAGE TWO						
	TOTAL	Families by Estimated Household Income (\$)					
		-38	39-57	58-76	77-104	105+	Unknown
Total No. of Households	345	7	7	60	105	127	39
Total No. of Persons	1436	14	22	231	453	561	155
No. of Childless Families	75	6	4	12	16	29	8
- Total Persons	170	12	8	24	37	72	17
- Total Lodgers	20				5	14	1
- Related to Family	12				2	10	
- Families with Lodgers	17				4	12	1
No. of Two-Parent Families	225		1	42	76	92	14
- Total Persons	1120		6	193	385	458	78
- Total Children	605		2	97	217	240	49
- Total Lodgers	65		2	12	16	34	1
- Related to Family	48		2	9	11	25	1
- Families with Lodgers	48		1	9	15	22	1
No. of One-Parent Families	45	1	2	6	13	6	17
- Total Persons	146	2	8	14	31	31	60
- Total Children	90	1	6	8	17	16	42
- Total Lodgers	11				1	9	1
- Related to Family	4				1	2	1
- Families with Lodgers	7				1	5	1
Total No. of 1-Person Households	79	7	3	15	21	19	14
2-Person Households	66		2	14	18	27	5
3-Person Households	76		1	14	21	30	10
4-Person Households	52			7	20	22	3
5-Person Households	29		1	4	12	9	3
6-Person Households	23			4	8	9	2
7-Person Households	14			2	3	7	2
8-Person Households	3				1	1	1
9-Person Households	4				1	3	
10+Person Households							
Owner Occupied Households	188	4	5	33	61	76	9
Tenant Occupied Households	157	3	2	27	44	51	30
- Monthly Rent under \$ 25.	2				1		1
\$ 25 - \$ 49.	25		1	7	6	5	6
\$ 50 - \$ 74.	99	3		14	32	32	18
\$ 75 - \$100.	29			6	4	14	5
Over \$100.	2		1		1		
No. of Persons - Unemployed	61	1		7	12	11	30
- Retired	109	11	13	19	28	19	19
- With Financial Aid	68		3		8	7	50
- With Invested Income	15	2	2	4	2		5
- Receiving O.A.P.	62	10	11		14	13	4
- On Welfare	64			15			59

TABLE 24-C

NUMBER AND CHARACTERISTICS OF FAMILY HOUSEHOLDS TO BE RELOCATED IN STAGE THREE

CHARACTERISTICS	STAGE THREE						
	TOTAL	Families by Estimated Household Income (\$)					
		-38	39-57	58-76	77-104	105+	Unknown
Total No. of Households	55	5	1	5	15	18	11
Total No. of Persons	226	10	4	30	65	73	44
No. of Childless Families	10	4	1	1		3	1
- Total Persons	25	8	4	3		8	2
- Total Lodgers	5		2	1		2	
- Related to Family	1					1	
- Families with Lodgers	4		1	1		2	
No. of Two-Parent Families	31			4	12	11	4
- Total Persons	156			27	57	54	18
- Total Children	90			19	33	29	9
- Total Lodgers	4					3	1
- Related to Family	4					3	1
- Families with Lodgers	3					2	1
No. of One-Parent Families	14	1			3	4	6
- Total Persons	45	2			8	11	24
- Total Children	31	1			5	7	18
- Total Lodgers							
- Related to Family							
- Families with Lodgers							
Total No. of 1-Person Households							
2-Person Households	13	5			3	2	3
3-Person Households	14			1	3	7	3
4-Person Households	6		1	1	1	2	1
5-Person Households	10				4	5	1
6-Person Households	7			1	3	1	2
7-Person Households	1			1			
8-Person Households	2				1		1
9-Person Households	1					1	
10+Person Households	1			1			
Owner Occupied Households	23	3		1	6	10	3
Tenant Occupied Households	32	2	1	4	9	8	8
- Monthly Rent under \$ 25.							
\$ 25 - \$ 49.	7				1	3	3
\$ 50 - \$ 74.	19	1		4	5	5	4
\$ 75 - \$100.	5		1		3		1
Over \$100.	1	1					
No. of Persons - Unemployed	16					3	13
- Retired	18	7	3			7	1
- With Financial Aid	10			2		1	7
- With Invested Income							
- Receiving O.A.P.	11	7	3			1	
- On Welfare	32						32

TABLE 24-D

- 131 -

TOTAL NUMBER AND CHARACTERISTICS OF NON-FAMILY HOUSEHOLDS TO BE RELOCATED 1966-1979

CHARACTERISTICS	All Relocation Stages						
	TOTAL	Non-Families by Estimated Income (\$) of Household Head					
		-38	39-57	58-76	77-104	105+	Unknown
Total No. of Households	76	20	8	5	13	13	17
Total No. of Persons	133	27	16	6	20	31	33
- Total Lodgers	57	7	8	1	7	18	16
- Households with Lodgers	26	7	5	1	4	5	4
Total No. of 1-Person Households	50	13	3	4	9	8	13
2-Person Households	15	7	3	1	2	1	1
3-Person Households	3		1		1	1	
4-Person Households	3		1		1		1
5-Person Households	2					2	
6-Person Households							
7-Person Households	2						2
8+Person Households	1					1	
Owner Occupied Households	32	10	2	1	5	7	7
Tenant Occupied Households	44	10	6	4	8	6	10
- Monthly Rent under \$ 25.	6	3	3				
\$ 25 - \$ 49.	20	4	2	1	3	2	8
\$ 50 - \$ 74.	17	3	1	3	4	4	2
\$ 75 - \$100.	1				1		
Over \$100.							
No. of Persons - Unemployed	15	1	2	1		2	9
- Retired	48	23	6			8	11
- With Financial Aid	10		1			3	6
- With Invested Income	11	2	1		1		7
- Receiving O.A.P.	36	23	5			8	
- On Welfare	2						2

Compared with the area totals shown in Tables 13 and 14, well over half of the retired persons and senior citizens and two-thirds of those who are on welfare and unemployed reside within the areas to be cleared. An equally high proportion (70%) of the households with eight or more members and of persons in one-parent families are also represented. Although only a quarter of the tenants pay less than \$50 a month in rent, this represents two-thirds of the total for this category in the scheme area.

By staging, the second implementation stage of Phase One of the plan requires the greatest number of households (384) and persons (1,507) to be relocated. Initially, Stage 1 will require that 192 family and 27 non-family households find alternative accommodation.

It is however unlikely that all of these people will require municipal assistance in obtaining suitable alternative accommodation. Most of the 130 non-family persons below the age of sixty will prefer to relocate on their own. Similarly, many of the Italian families may prefer to re-establish themselves elsewhere as part of an Italian community. An example of this might be the families on the Bay Street frontage of Blocks 107, 142 and 143 who are predominantly from the same village in Italy.

The primary relocation problems will involve families with children and senior citizens in the area. Specifically, problems requiring municipal assistance might involve: (a) tenants who object to paying more in rent than their present low rent-to-income ratio even for comparatively better accommodation; (b) owners and tenants who are unable to find similarly inexpensive accommodation to buy or rent and who cannot afford to pay more than they receive for the expropriation of their homes or the

present rent which they are charged; (c) senior citizens whose independence is assured only by the fact that they own an unmortgaged home and in some instances supplement their income by renting rooms. It is not known how many these groups might represent in terms of families requiring assistance although it is probable that nearly all senior citizens (except those residing with relatives) and most one-parent families would be included.

As government assisted housing is an essential part of the answer to relocation, an estimate has been made of the number of households that might require and be eligible for family or senior citizens public housing (Table 25). Since rents in public housing are geared to income on a sliding scale starting at 25% of family income and a family must have at least three members in order to be eligible, tenant households of three or more persons were considered only if they paid over one-sixth of their income on rent. Senior citizens living on their own or with unrelated families or in non-family households were counted separately. However, there are other family households that would benefit from such housing due to the economic hardships imposed by relocation and that might be eligible under the present lenient policy of the Ontario Housing Corporation in urban renewal areas. Representative of this group would be the remaining low income families and senior citizens, regardless of household size or property ownership status. The addition of this "possibly eligible" group provides a more comprehensive measure of the need for public family and especially senior citizens' housing. On the other hand, not all of the families who are eligible for public housing are interested in this form of accommodation. This is likely to be true of families now paying between one-sixth and one-quarter of their income on rent. In total, these are estimated to represent 81 "eligible" families and another 11 "possibly eligible" families.

TABLE 25

ESTIMATED NEED FOR FAMILY AND SENIOR CITIZENS PUBLIC HOUSING

Characteristic			Stage 1		Stage 2		Stage 3		Total	
			Units	Type	Units	Type	Units	Type	Units	Type
HOUSEHOLDS CONSIDERED ELIGIBLE	Family Households	Family Housing	34	2 Br	22	2 Br	4	2 Br	60	2 Br
			21	3 Br	29	3 Br	13	3 Br	63	3 Br
			7	4 Br	5	4 Br	2	4 Br	14	4 Br
			2	5 Br	2	5 Br			4	5 Br
			64		58		19		141	
Non-Family	Senior Citizens Housing	1	Bach					1	Bach	
		4	1 Br	4	1 Br	1	1 Br	9	1 Br	
		5		4		1		10		
	Senior Citizens Housing	22	Bach	22	Bach			44	Bach	
	SUBTOTAL		91		84		20		195	
HOUSEHOLD LIKELY TO BE ELIGIBLE	Family Households	Family Housing	8	1 Br	9	1 Br	3	1 Br	20	1 Br
			5	2 Br	6	2 Br	1	2 Br	12	2 Br
					4	3 Br			4	3 Br
					1	5 Br			1	5 Br
			13		20		4		37	
Non-Family	Senior Citizens Housing	4	Bach	9	Bach			13	Bach	
		4	1 Br	4	1 Br	3	1 Br	11	1 Br	
		8		13		3		24		
	SUBTOTAL		21		33		7		61	
Total Estimated Need for Public Housing	Family Housing	Family Housing	8	1 Br	9	1 Br	3	1 Br	20	1 Br
			39	2 Br	28	2 Br	5	2 Br	72	2 Br
			21	3 Br	33	3 Br	13	3 Br	67	3 Br
			7	4 Br	5	4 Br	2	4 Br	14	4 Br
			2	5 Br	3	5 Br			5	5 Br
		77		78		23		178		
Non-Family	Senior Citizens Housing	27	Bach	31	Bach			58	Bach	
		8	1 Br	8	1 Br	4	1 Br	20	1 Br	
		35		39		4		78		
	TOTAL		112		117		27		256	

In addition, some of the "possibly eligible" families could fail to qualify under the Ontario Housing Corporation's requirements for eligibility. For these reasons, the following picture of estimated need should be interpreted as being the maximum. The type of suite required was determined by reference to the size and composition of each household.

In total, 178 family and 78 senior citizens' public housing units are estimated to be required as a result of all stages of clearance and relocation. The total is divided by stages as follows: 77 family and 35 senior citizens' units in Stage 1, 78 family and 39 senior citizens' units in Stage 2 and 23 family and four senior citizens units in Stage 3. The majority of suites required are 2- and 3-bedroom units (139 suites) with one-bedroom and 4- and 5-bedroom units being required in equal measure (20 suites). Three-quarters of the 78 senior citizens' units required would be bachelor suites.

If the need for 256 public housing units is met, this will mean that approximately 400 families (roughly 1,700 persons) in the York Street area will be dependent upon the private housing market for alternative accommodation of a comparable price level. The majority of these families (65%) own their present home; childless families and couples with an average of 2.6 children per family are representative of this group. While only one family in five has a lodger, two out of every three lodgers are related to the families with whom they reside and would presumably move with them.

While not recommended for implementation prior to 1980, Phase II of the plan has a minimal relocation component. The consolidation and improvement of the areas involved (see Map 17) will require the removal of a few deteriorated buildings and their replacement by off-street parking facilities, new housing and

possibly a small junior public school. Because of the somewhat remote timing of the implementation involved and the inevitable changes in building condition, household characteristics, etc. no attempt has been made to calculate relocation needs.

The relocation needs and housing demand discussed in this section are those arising out of the York Street renewal scheme only and do not include consideration of similar needs which will have to be met as a result of the East-West Freeway. Moreover, the relocation picture could be influenced by revisions to the presently proposed alignment and design of the East-West Freeway, although it is unlikely that such revisions would create a major increase in the relocation needs as stated above.

(iii) The Rehousing Supply

As outlined in the previous section, the York Street scheme will create an estimated maximum demand for 178 family and 78 senior citizens' public housing units. Of this number, a demand for 77 family and 35 senior citizens' units will result from the implementation of Stage 1, 78 family and 39 senior citizens' units from Stage 2 and 23 family and four senior citizens' units from Stage 3.

There are presently 1,999 units in limited dividend, public and senior citizens' accommodation, 1,837 units of which are in Hamilton. Senior citizens' units in Burlington (40), Dundas (10) and Ancaster (11) and 101 public housing units in Dundas comprise the remainder. The distribution of these units by size of suite and type of accommodation is shown in the inventory in Table 26.

This inventory cannot however be interpreted to mean that the present supply will adequately meet the York Street demand for public housing. In fact, the projects involved have few vacancies and long waiting lists from which to select new tenants. It is

estimated that there are at present about 400 applications on file for public housing units. While this total is not classified by size of family or by size of unit required, a 1964 survey ("Report on the Demand for Federal-Provincial Geared-to-Income Housing in the City of Hamilton") indicated that from applications on file and tenant requirements in existing projects there was a pressing need for some 70 5-bedroom units. Existing public housing projects contain only two such units. Similarly, there are 400 applications on file for senior citizens' accommodation, 350 of which are for bachelor units, a demand which is $3\frac{1}{2}$ times greater than the existing supply of such units. Even if only 50% of all applications on file were to qualify as eligible, this would still represent a sizeable existing demand aside from any created by implementation of the York Street Plan.

Table 26 - Limited Dividend and Public Housing Units in the Hamilton Area

Limited Dividend

	<u>Senior Citizens</u>	<u>Family</u>	<u>Total</u>
Bachelor	61		61
1 Bedroom	149	101	250
2 Bedrooms		218	218
3 Bedrooms		169	169
4 Bedrooms		20	20
Detached		42	42
Row		8	8
Total	210	558	768

Ontario Housing Corporation

Bachelor	40		40
1 Bedroom	16*		16
2 Bedroom		389	389
3 Bedrooms		588**	588
4 Bedrooms		130***	130
Detached		68	68
Total	56	1,175	1,231

In Various Stages of Development

Applied to Council	80	200	280
Out to tender	146		146
Design stage	... (150)	...	150
Total	226 (150)	200	576

* Row housing

** Includes 147 row housing units

*** Includes 12 row housing units

The fact that applications on file provide only a partial measurement of the actual or maximum need for public housing should also be noted. It is known that many families and pensioners, either through no knowledge of or misinformation about such housing assistance, do not apply for accommodation even though they would be eligible.

It is clear that the present stock of public housing is insufficient to meet the existing demand. Families with low incomes accordingly find housing in such areas as York Street, often at inadequate standards. Nevertheless, to remove any of this housing from the existing stock (by means of urban renewal schemes such as the York Street, Civic Square or the North End projects) only widens the gap between the supply and the demand, unless such housing is replaced at least in equal measure by new low-rental accommodation.

For these reasons, the Plan proposes that 25% of all land recommended for clearance be redeveloped to low-rental public housing. This would provide for the construction of 318 family and 251 senior citizens' units during the plan period, as shown in the following Table 27.

Table 27 - Provision of Public Housing by Type and Stage

Type	Total Units	Units by Stage		
		Stage 1	Stage 2	Stage 3
Family	318	33	119	166
Senior Citizens	251	15	94	142
Total	569	48	213	308

The number of units to be provided in total by the plan will thus exceed the maximum demand arising from clearance and relocation. There will be a surplus of 140 family units and 173 senior citizens' units which will be available for persons now living outside the

scheme area. Given the overall need for public housing in Hamilton, these units will constitute a modest addition to the total supply.

In terms of timing, however, the demand will exceed the supply during the first stage of the scheme, whereas the surplus of supply over demand would become available in the second and third stages. The public housing relocation needs arising out of the York Street Scheme will in the first stage thus have to be met mainly by public housing in the North End Area or, by priority, in other existing and proposed public housing projects in Hamilton.

To summarize: In terms of demand, there is no question of the feasibility of the public housing proposed in the scheme. In terms of the redevelopment value of the land, public housing is in the same position as other proposed public uses for which, following the practice accepted in the North End Renewal Area, a nominal value of \$20,000 an acre is assigned to the land. This is the price at which the land is expected to be conveyed to the Ontario Housing Corporation, and it will of course involve a substantial write-down from the cost of acquisition and clearance.

(b) Private Uses

Four types of private re-use are proposed in the plan, namely, institutional, residential, commercial and industrial. The economic feasibility of the institutional uses can be quickly dealt with, since only two sites are involved: for the Masonic Temple and for the Salvation Army. These institutions will purchase their respective sites from the partnership at the cost of acquisition; there will be no write-down, and the only cost to the partnership will be the cost of clearance.

In turning to the consideration of residential, commercial and industrial renewal by private enterprise, there is a necessary

change in emphasis. In public housing, the needs of families whose incomes do not enable them to afford adequate shelter at current market rents were the primary concern, and feasibility was examined from the point of view of the number of people who need and want public housing, and who can qualify. In renewal by private enterprise, on the other hand, a basic concern must be whether the proposed uses will attract the necessary capital investment; that is, will the demand for the proposed uses and the resulting income be sufficient to yield the going rate of return? Inevitably, new buildings are more expensive than old ones, with higher carrying charges which in the case of older buildings may be fully amortized and often higher operating and maintenance costs as well. It follows that the economic rent required for new space is inevitably higher than the rents which tenants of buildings to be demolished are called upon to pay, and the same is true of the costs of ownership.

Hence, in dealing with renewal by private enterprise, a separation is made between the relocation needs of the present occupants of buildings marked for acquisition and clearance on the one hand and the analysis of economic feasibility from the point of view of revenue, costs and the rate of return on private capital investment on the other. In the case of residential redevelopment, an effort must be made to attract tenants in an income bracket not likely to be numerous among the present residents of the area. Since, as shown in an earlier section of this report, there is among these residents a constant movement into and out of the area, the relocation of families and senior citizens who do not qualify or desire public housing should not present undue difficulties, provided appropriate advice and assistance is given. In the case of commercial and industrial redevelopment, physical renewal must be accompanied by a corresponding improvement in economic performance in terms of efficiency, output,

sales per square foot, management skills and so on, in order to generate appropriate levels of gross and net revenue. It is not expected that all the businesses needing to be relocated will find this possible, and in their case relocation assistance must be directed to finding them suitable places for continued economic activity elsewhere in the city. At the same time, some demand for the new floor space to be built in the area will result from the proposed clearance, and there will also be some demand arising from the clearance and relocation needs in Civic Square. On balance however the plan does not propose to replace the floor area of buildings cleared by an equivalent area of new buildings, since such a replacement would not be justified in terms of economic demand and the scale of rents required and would consequently not attract the necessary private capital.

(i) Residential Redevelopment

In Hamilton as in other cities an increasing number of apartments are being built and they account for a rising proportion of total dwelling starts and completions. The market for apartments in the downtown area of the city is growing, although until recently at a somewhat slower rate than seems to have been anticipated. Hamilton is only beginning to be an "apartment city" which may be one reason for the relatively slow rate at which new apartments in some projects have been rented. Nevertheless, apartment buildings in a prestige location on York Street, close to the proposed Civic Square scheme, should have good economic prospects provided on the one hand that the rents are appropriately scaled to the market and, on the other, that construction and other costs are kept to reasonable levels and a suitable write-down in the acquisition cost of the land can be agreed upon between the partnership and the prospective developer.

The two sites (Sites 13 and 16) proposed for private residential redevelopment are scheduled for acquisition and clearance in Stage 2, between 1970 and 1975. A detailed feasibility study of the projects at the present time would thus have an unrealistic, merely pro-forma character. Construction costs, rent levels and the rate of interest have recently been changing rather rapidly, and any estimate of residual land values arising out of redevelopment to be undertaken eight to ten years from now would obviously be extremely tentative and liable to change. It is enough to say that at present rents and construction costs, both projects would apparently yield a substantial residual land value, of the order of \$250,000 to \$300,000 per acre for the 1.1 acres of Site 13 and \$80,000 to \$130,000 per acre for the 4.3 acres of Site 16, including the small convenience shopping area in the latter.

The point block building, proposed for Site 13, would contain a suggested 87 bachelor, 87 1-bedroom and 22 2-bedroom suites. The total floor area would be approximately 136,000 square feet for a lot ratio of 2.9. The point block building proposed for Site 16 would be similar to the above, without the 2-bedroom units however, while the slab building would consist of bachelor, 1- and 2-bedroom units. The two buildings together would have a floor area of 470,000 square feet, making a lot ratio of 2.5, and would contain a suggested 238 bachelor units, 290 1-bedroom, and 32 2-bedroom units. The lower land value per acre for this project is due to the lower density of development.

(ii) Commercial and Industrial Relocation

In general, existing conditions in the York Street area are unfavourable for commercial enterprise. Along York Street, the area's main commercial thoroughfare, the narrow lots and old buildings provide only enough space for small establishments.

Congested traffic and the lack of adequate parking facilities limit the commercial market mainly to local pedestrian trade. Maintenance and improvement programs along York Street have been minimal, and this, coupled with the proximity of downtown shopping, has contributed to the area's general decline.

Industrial plants located on narrow streets or in mixed industrial-residential areas also suffer from inadequate truck access and loading facilities and from limited space for expansion. Such site restrictions are inevitably accompanied by inadequate parking space for employees and visitors, and the resulting on-street parking further reduces the capacity of the area's road system.

For these reasons, the plan proposes in general to separate and consolidate commercial and industrial (as well as residential areas) and to create a better environment in which to live and work.

Existing establishments, the number of employees and the floor area of present commercial and industrial uses in the scheme area are shown in Table 28, in which the "existing total" column is the same as in Table 17. This total is divided into the uses which are planned to remain and those which, being scheduled for acquisition and clearance, must be relocated. This will involve most of the commercial establishments but only a relatively small number of the industrial firms in the area. In all, 28% of the total commercial-industrial floor space is proposed for clearance - 15% in the first stage, 9% in the second and 4% in the third.

Relocation needs shown in the table may be summarized as follows:

- 133,000 sq. ft. of retail and service space, nearly all of which will be required in the first and second stages. This represents 70 mostly small establishments with a total of 200

employees. As calculated previously, the average ground floor rent is only 90¢ per square foot per year.

- 8,000 square feet of office space, which should be readily accommodated in the downtown area.

- 45,000 square feet of space used for automotive purposes, most of it in the second stage. Fifteen firms with 74 employees are involved. New facilities for automotive parts distributors are proposed for Site 29, to be acquired and cleared in Stage 1, and further space could be allocated to this use in Site 28, to be acquired in Stage 2.

- 180,000 square feet of primary and secondary manufacturing space, involving sixteen firms with a total of 64 employees and representing 20% of the existing floor space and 22% of manufacturing employees in the area, according to the survey.

- 95,000 square feet of wholesale and warehousing floor space, together with 40,000 square feet of covered space associated with scrap yards. The eight scrap firms to be relocated employ 79 people and occupy some 4½ acres, most of it used for outdoor storage.

The commercial and industrial relocation needs arising out of the York Street scheme must be considered together with those in Civic Square. In the Civic Square report, relocation was found to be required for 450,000 square feet of "low rent" and 210,000 square feet of "high rent" retail and service space. Although many tenants of the latter may be expected to be able to relocate in the new commercial space proposed for Civic Square this would apply only to a small proportion of the former, who will accordingly endeavour to relocate. In addition, all manufacturing, wholesale and warehousing firms in the Civic Square area, with a total of 364,000 square feet of space, were recommended for relocation. Although it is hoped that a number of the establishments involved would eventually be able to locate in the new

TABLE 28

COMMERCIAL - INDUSTRIAL RELOCATION NEEDS BY STAGE

CHARACTERISTIC		TOTAL EXISTING	TO REMAIN	TO BE RELOCATED			
				STAGE 1	STAGE 2	STAGE 3	TOTAL
RETAIL	- Number of Establishments	37	6	17	13	1	31
	- Number of Employees	97	12	38	46	1	85
	- Total Floor Space (sq.ft.)	64,650	5,200	25,000	34,050	400	59,450
	- Main Floor	47,150	4,700	17,400	24,650	400	42,450
	- Other Floors	17,500	500	7,600	9,400	-	17,000
SERVICE	- Number of Establishments	46	8	20	17	1	38
	- Number of Employees	148	33	57	53	5	115
	- Total Floor Space (sq.ft.)	90,570	25,020	36,850	26,200	2,500	65,550
	- Main Floor	59,470	14,820	25,950	16,200	2,500	44,650
	- Other Floors	31,100	10,200	10,900	10,000	-	20,900
OFFICE	- Number of Establishments	7	2	1	3	1	5
	- Number of Employees	104	88	4	10	2	16
	- Total Floor Space (sq.ft.)	23,300	15,300	3,800	2,000	2,200	8,000
	- Main Floor	14,700	7,800	3,800	2,000	1,100	6,900
	- Other Floors	8,600	7,500	-	-	1,100	1,100
AUTOMOTIVE	- Number of Establishments	20	5	4	11	-	15
	- Number of Employees	100	26	11	63	-	74
	- Total Floor Space (sq.ft.)	62,750	17,300	6,700	38,750	-	45,450
	- Main Floor	54,750	12,300	6,700	35,750	-	42,450
	- Other Floors	8,000	5,000	-	3,000	-	3,000
PRIMARY MANUFACTURING	- Number of Establishments	9	6	1	1	1	3
	- Number of Employees	1,153	1,044	75	4	30	109
	- Total Floor Space (sq.ft.)	564,500	492,000	50,000	2,500	20,000	72,500
	- Main Floor	346,500	294,000	30,000	2,500	20,000	52,500
	- Other Floors	218,000	198,000	20,000	-	-	20,000
SECONDARY MANUFACTURING	- Number of Establishments	20	7	3	9	1	13
	- Number of Employees	534	279	71	140	44	255
	- Total Floor Space (sq.ft.)	333,800	227,000	35,800	54,500	16,500	106,800
	- Main Floor	162,600	116,200	16,200	30,400	7,500	54,100
	- Other Floors	171,200	110,800	19,600	24,100	9,000	52,700
WHOLESALE and WAREHOUSE	- Number of Establishments	22	11	6	2	3	11
	- Number of Employees	437	270	28	9	130	167
	- Total Floor Space (sq.ft.)	394,400	300,200	42,300	2,400	49,500	94,200
	- Main Floor	319,800	243,200	25,900	1,200	49,500	76,600
	- Other Floors	74,600	57,000	16,400	1,200	-	17,600
SCRAP YARDS	- Number of Establishments	10	2	1	3	4	8
	- Number of Employees	85	6	29	13	37	79
	- Total Floor Space (sq.ft.)	44,000	3,500	10,500	8,000	22,000	40,500
	- Main Floor	24,500	3,500	3,500	6,000	11,500	21,000
	- Other Floors	19,500	-	7,000	2,000	10,500	19,500
TOTAL	- Number of Establishments	171	47	53	59	12	124
	- Number of Employees	2,658	1,758	313	338	249	900
	- Total Floor Space (sq.ft.)	1,577,970	1,085,520	210,950	168,400	113,100	492,450
	- Main Floor	1,029,470	688,820	129,450	118,700	92,500	340,650
	- Other Floors	548,500	396,700	81,500	49,700	20,600	151,800

Note: The actual number of establishments is 164 but there is some duplication owing to multiple uses.

facilities proposed for the York Street area, this would depend on their being able to find interim space, since there will be a few years' interval between acquisition and clearance in Civic Square and the provision of new facilities in York Street. It is thus evident that there will be a considerable demand for low and medium-rent commercial and industrial space throughout the city, and relocation staff and resources will be heavily engaged. Relocation procedures are discussed in a later section of this report.

(iii) Commercial Redevelopment

Two sites (Sites 2 and 8) are proposed for commercial redevelopment, to which should be added the small shopping area to be included in the apartment complex on Site 16. Only Site 2 is proposed for redevelopment in Stage 1, and, for the reasons given above, it alone is analysed in detail from the point of view of economic feasibility.

Three small buildings to accommodate retail and service convenience stores are proposed for this site. They will have a total floor area of 10,800 square feet and parking space for 35 cars. Acquisition and clearance costs of the land now in private ownership are estimated at \$244,200, to which should be added the redevelopment value, estimated at \$13,500, of the City-owned land which will be incorporated in the site as a result of the closing of Crooks Street, making a total of \$257,500.

The appraisal or redevelopment value of the site is calculated in Table 29. The elements of the calculation are similar to those used in the Civic Square report, namely:

a) the approximate capital cost of the building which in the present case is taken at \$12.50 a square foot for construction, plus 20% for development and site loading;

Table 29 - Analysis of Residual Land Value
Convenience Stores - Site 2

1. Estimated Construction Cost

<u>Floor Area</u>	<u>Basic Cost</u> \$	<u>Development & Site loading</u>	<u>Total</u> \$
10,800	12.50	20%	162,000

2. Estimated Revenue

<u>Rent per Sq. Ft.</u> \$	<u>Gross Revenue</u> \$	<u>Vacancy & Credit Loss</u> \$	<u>Operating Cost - Net</u> \$	<u>Effective Net Income</u> \$
2.50	27,000	1,350	6,480	19,170

3. Residual Land Value

	<u>Primary Debt & Load</u> \$	<u>Equity & Secondary Load</u> \$	<u>Effective Net Income</u> \$	<u>Residual Income</u> \$	<u>Capitalized Residual Land Value</u> \$
	121,500	40,500			
Years 1-25	10,900	4,462	19,170	3,808	48,678
26-50		4,462	19,170	14,708	<u>43,807</u>
					92,485

Life - 100 years. Because they have had full in land for the business operation in 1955/1956 they don't have any difficulty.

b) the rent revenue based on an estimated gross rent of \$2.50 per square foot per year. A vacancy and credit loss of 5% of gross revenue is assumed, and operating costs to the developer, including city taxes are taken at 60¢ per square foot. The estimated net revenue before financing charges would thus be \$1.77½ per square foot. No allowance is made for increased rents or operating costs in the future, although both are likely to rise.

c) the cost of financing, which is deducted from the estimated net revenue to arrive at the residual income. 75% of the capital cost is assumed to be borrowed at an interest rate of 7½ and a term of 25 years. The other 25% of the cost is assumed to be the developer's equity, with a 10% return to the developer. It is fully recovered in 50 years with no allowance for any salvage value; in other words, the buildings are fully depreciated in 50 years. Financing costs in the first 25 years thus have both a primary and secondary component, whereas in the second 25 years there is only a secondary load. Deducting financing costs from net income gives the residual attributable to the land. The present worth of this residual income is capitalized at the rate of 6% and constitutes the residual value of the land, which is estimated at \$92,485. A write-down of 65% from the acquisition and clearance costs would thus be involved. However, since it is recommended that the land be conveyed to the developer undertaking the project on a long-term lease, the calculated residual land value is significant mainly as a basis for negotiating the ground rent during the initial period of the lease, which would be subject to review at stated intervals.

In light of the above, it may be reasonably assumed that the retail component of the development proposed for Site 8 would also yield a substantial residual land value. Reference to Section 7 of

Table 30 - Analysis of Residual Land Value
Industrial Sites 25 and 29

1. Estimated Construction Costs

	<u>Floor Area</u>	<u>Basic Cost &</u>	<u>Development & Site loading</u>	<u>Total &</u>
Site 25	10,000	10.00	15%	115,000
" 29	11,000	10.00	15%	126,500

2. Estimated Revenue

	<u>Rent per Sq. Ft. \$</u>	<u>Gross Revenue \$</u>	<u>Operating Cost - Net \$</u>	<u>Effective Net Income \$</u>
Site 25	1.60	16,000	4,500	11,500
" 29	1.60	17,600	4,950	12,650

3. Residual Land Value

	<u>Primary Debt & Load \$</u>	<u>Equity & Secondary Load \$</u>	<u>Effective Net Income \$</u>	<u>Residual Income \$</u>	<u>Capitalized Residual Land Value \$</u>
Site 25	86,250	28,750			
Years 1-25	7,737	3,168	11,500	595	7,605
26-50		3,168	11,500	8,332	24,825
					32,430
Site 29	94,875	31,625			
Years 1-25	8,510	3,485	12,650	655	8,373
26-50		3,485	12,650	9,165	27,297
					35,670
					68,100

the Civic Square Report and Addendum, in which the economic feasibility of a hotel to be located at Bay and King Streets is analyzed, will show that the motor hotel proposed for Site 8 would do likewise.

(iv) Industrial Redevelopment

Industrial redevelopment of two sites (Sites 25 and 29) is proposed in Stage 1. Industrial buildings of 10,000 square feet on Site 25 and 11,000 square feet on Site 29 are contemplated. The economic feasibility of these buildings is set out in the table opposite, the general assumptions and method of calculation being the same as in Table 29. Construction costs are taken at \$10.00 a square foot plus a development and site loading of 15%. Rents are assumed at \$1.60 per square foot, and the developer's operating costs, including taxes, at 45¢ a square foot. The vacancy and credit loss factor of 5% is omitted; the industrial building on Site 25 is likely to be rented as one or at most two units, while even if the building on Site 29, planned as new facilities for automotive parts distributors, is divided into several units, a vacancy rate of 5% averaged over the 50 years of the calculation seem somewhat artificial. Whatever vacancy and credit loss in fact occurs will reduce the calculated residual land value, and an allowance for this factor can be made in the lease, to be renegotiated in the light of experience. Similarly, with regard to rents and operating costs, which are certain to change during the period of the estimate.

The rents assumed are of course higher than those currently being paid for buildings similar to those to be cleared. They are however reasonable in terms of facilities and location, and give a residual land value of \$32,430 for Site 25 and \$35,670 for Site 29. In other words, the redevelopment value of the land in Site 25 is calculated at about 85¢ a square foot and would involve

a write-down of 50% from the acquisition and clearance costs; in Site 29 the redevelopment is calculated at 95¢ a square foot - the building covers a larger proportion of the lot, however the acquisition cost is higher and a write-down of 65% is estimated.

7. COST ANALYSIS

Table 31 shows the areas and cost of the land to be acquired for redevelopment in the York Street scheme, together with the estimated cost of clearance. (The numbers in the first column of the table are the site numbers shown on Map 16). The total acquisition and clearance costs for the three stages of Phase One come to \$10,740,000. This does not include any value assigned to the city-owned lands (road allowances) to be incorporated in the various projects and which will be a matter for negotiation between the City and the partnership. The assumption made in the Civic Square report has again been adopted here, namely, that these lands will be conveyed to the partnership at their redevelopment value.

Acquisition costs are based on estimates provided by Assessment Department block by block. Where land is required for street widening or other road improvements, the acquisition cost has been estimated in proportion to the area of each block involved.

Clearance costs have been estimated at 5% of acquisition costs and have been distributed in proportion to the area of each block to be acquired. Although this is admittedly somewhat rough, it is considered an adequate indication at this early stage of the scheme.

The land acquisitions proposed for Stage 1 are in accordance with the City's 5-year capital budget program, which provides for a gross cost of land acquisition and clearance in the York Street Area of \$3,279,000 in 1966-70. The lands for the Masonic Temple and the Salvation Army are to be conveyed at cost of acquisition and involve no

AREAS AND ESTIMATED COSTS OF ACQUISITION AND CLEARANCE, AND SUGGESTED PRIORITY PHASING

- 152 -

II - STAGE 2

Site No.	Lands for:	Block No.	Site Area (sq.ft.)		Estimated Costs			Date of Acquisition & Clearance
			To be Acquired	City Owned	Acquisition Costs \$	Clearance \$	Total	
STAGE 2								
24	Public Housing	111S	33,000		97,000	7,000	104,000	"
24		112	71,000		299,000	15,000	314,000	"
24		113	23,000		66,000	5,000	71,000	"
			127,000	40,000	462,000	27,000	489,000	1971-1975
20	Park	112	13,000		47,000	3,000	50,000	"
20		113	7,000		14,000	1,500	15,500	"
			20,000	4,000	61,000	4,500	65,500	
19	Public School	113	60,000	28,000	227,000	13,000	240,000	"
1	School for Retarded Children	148	31,000		154,000	7,000	161,000	"
		149	55,000		246,000	12,000	258,000	"
			86,000	18,000	400,000	19,000	419,000	
8	Shopping Centre and Motor Hotel	125	173,000	-	735,000	37,500	772,500	
7	Public Housing	126S	16,000		148,000	3,500	151,500	"
6		127S	26,000		173,000	5,700	178,700	"
10		118 & 119	27,000		156,000	5,800	161,800	"
			69,000	-	477,000	15,000	492,000	
11-12	Park	118	63,000		442,000	14,000	456,000	"
13	Private Housing	117	47,000		385,000	10,000	395,000	"
28,27	Industrial	110,111N & 121	103,000	26,000	458,000	22,000	480,000	"
30		107	218,000		542,000	48,000	590,000	"
			321,000	26,000	1,000,000	70,000	1,070,000	
16	Private Housing	100	96,000		347,000	21,000	368,000	"
16		101	73,000		486,000	16,000	502,000	"
			169,000	19,000	833,000	37,000	870,000	

Site No.	Lands for:	Block No.	Site Area (sq.ft.)			Estimated Costs			Date of Acquisition & Clearance
			To be Acquired	City Owned	Total	Acquisition Costs	Clearance	Total	
						\$	\$	\$	
II - STAGE 2 (cont'd)									
	Road Improvements:								
	Cannon Street	118	21,000		21,000	164,000	4,600	168,600	1971-1975
	McNeill St. Cul de Sac	118	2,000		2,000	22,000	400	22,400	" "
	York Street	117,125							
		124S,127S	45,000		45,000	278,000	9,800	287,800	" "
	Bay Street	100,101	4,000		4,000	29,000	800	29,800	" "
	Bay-Barton Streets	107	25,000		25,000	62,000**	5,400	67,400**	" "
Sub-Totals - by Use									
	Public Housing		196,000	40,000	236,000	939,000	42,000	981,000	
	Private Housing		216,000	19,000	235,000	1,218,000	47,000	1,265,000	
	Shopping Centre and Motor Hotel		173,000	-	173,000	735,000	37,500	772,500	
	Industrial		321,000	26,000	347,000	1,000,000	70,000	1,070,000	
	Schools		146,000	23,000	169,000	627,000	32,000	659,000	
	Park		83,000	27,000	110,000	503,000	18,500	521,500	
	Road Improvements		97,000		97,000	555,000	21,000	576,000	
	Totals - Stage 2		1,232,000	135,000	1,367,000	5,577,000	268,000	5,845,000	

Site No.	Lands for:	Block No.	Site Area (sq.ft.)		Estimated Costs			Date of Acquisition & Clearance
			To be Acquired	City Owned	Acquisition Costs	Clearance	Total	
					\$	\$	\$	
III - STAGE 3								
23	Public Housing	103	106,000		572,000	23,000	595,000	1976-1979
23		104	58,000		245,000	13,000	258,000	"
23		105	117,000		473,000	26,000	499,000	"
			281,000	71,000	1,290,000	62,000	1,352,000	
20	Park	104	19,000	23,000	92,000	4,000	96,000	"
22,21	Industrial-Commercial	144,145	30,000		125,000	6,000	131,000	"
Totals - Stage 3			330,000	94,000	1,507,000	72,000	1,579,000	
TOTALS - PHASE ONE			2,365,000	260,000	10,225,000	515,000	10,740,000	

Note: Site Areas and Acquisition Costs are rounded to the nearest thousand.

* This would involve an exchange of lands. The western portion of Block 120 is to be acquired by the partnership and conveyed to the Tuckett Tobacco Co. in exchange for the property in Block 124S which the company now owns and which is to be used as a public housing site.

** Since the need for the grade separation at this intersection arises from the East-West Freeway, the cost of the land may be charged to the Freeway rather than the York Street renewal scheme.

- 1) See Map 16.
- 2) See Map 19.22.
- 3) Road Allowances to be closed.

net cost either to the City or the senior governments. The City's share of the remaining \$2,842,000 amounts to \$710,000. The suggested dates of acquisition and clearance in the final column of the table conform to the phasing of this amount shown in the capital budget program.

In Stages 2 and 3, the order of acquisition indicates the suggested order of priority of the various projects, but no specific dates for each acquisition have been assigned. It will be noted that the renewal scheme will make fairly heavy demands on the City's capital budget in 1971 to 1975. The amounts allocated, however, will come after the major land acquisitions for the Civic Square scheme, over three-quarters of which are scheduled for 1966-70, and are the minimum which the needs of the Area call for.

Tables 32 and 33 summarize the information provided in Table 31. The first shows the total area of the lands to be redeveloped, including city-owned lands, according to proposed use. Of the 60 acres involved, 23 are proposed for private redevelopment. Public housing constitutes the leading public use. Other public uses consist mainly of schools, including the School for Retarded Children and the Training Centre for Retarded Adults. As against 6.0 acres of city-owned land incorporated into various projects of the scheme, 2.1 acres of privately owned land will be needed for widening York and Bay Streets, 1.6 acres for other road improvements, and 2.3 acres will be devoted to parks, which will also include 0.6 acres of city owned land. An interesting point in Table 32 is the proportion of city-owned land in public as against private re-uses: 16% in the case of public housing and 10% in the case of other public uses and roads and parks. In the lands intended for private redevelopment, on the other hand, only 5% is city-owned land. Thus, 80% of the city-owned land will be devoted to public uses, as against 60% of the privately-owned land.

Table 32 - Areas of Lands to be Redeveloped by Proposed use

	<u>To be Acquired</u>	<u>City Owned</u>	<u>Total</u>	<u>Acres</u>
Public Housing	58,000	114,000	695,000	16.0
Other Public Uses	570,000	67,000	637,000	14.6
Roads and Parks	261,000	27,000	288,000	6.6
Private Redevelopment				
Residential	216,000	19,000	235,000	5.4
Commercial	233,000	7,000	240,000	5.5
Industrial	407,000	26,000	433,000	10.0
Institutional	<u>97,000</u>	<u>-</u>	<u>97,000</u>	<u>2.2</u>
Sub-total	953,000	52,000	1,005,000	23.1
Total	2,365,000	260,000	2,625,000	60.3
Acres	54.3	6.0		

Table 33 - Areas and Estimated Costs of Acquisition and Clearance
of Privately owned lands by Proposed Use

	<u>Area Sq. Feet</u>	<u>Cost \$</u>	<u>Cost per Sq. Foot</u>
Public Housing	581,000	2,738,000	4.61
Other Public Purposes	570,000	2,416,000	4.24
Roads and Parks	261,000	1,484,000	5.69
Private Redevelopment			
Residential	216,000	1,265,000	5.86
Commercial	233,000	1,107,000	4.75
Industrial	407,000	1,272,000	3.13
Institutional	<u>97,000</u>	<u>458,000</u>	<u>4.72</u>
Sub-total	950,000	4,102,000	4.27
Total	2,365,000	10,740,000	4.55

Table 33 shows the cost of acquisition and clearance of the lands now privately owned, also by proposed use. The average cost of all private lands to be acquired is \$4.55 per square foot, or \$198,000 per acre. This is less than one-quarter the average cost in Civic Square, which is \$19.85 per square foot. Among the public uses, the lands for public purposes other than housing will on the average cost the least, whereas those for roads and parks will cost the most. Among the private uses, residential land is the most expensive while industrial land is the least; the average cost of land intended for private redevelopment other than industrial is \$5.18 per square foot. The redevelopment value of this land will also be higher than in the case of industry.

However, not too much significance should be attached to these figures. On the one hand, acquisition costs in Stages 2 and 3 (from 1971 to 1979) may differ from the present estimate. More importantly, one of the principal advantages of renewal through public land acquisition is that it makes possible comprehensive planning, with the re-uses allocated to the most appropriate sites in the scheme area irrespective of the former value of these sites while in private ownership. The sites proposed for private redevelopment can as a result also be those offering the best prospects of economic feasibility and hence the highest residual land values.

Table 34 gives the estimated costs of the services involved in the scheme, totalling \$1,320,000. Only \$27,700 are required in Stage 1; \$600 in connection with block 120 proposed for industrial redevelopment and \$27,100 due to the closing of Crooks Street in connection with the retail centre scheduled for 1970. In total, roads are the largest item of service costs, amounting to more than half of the total, excluding the \$800,000 required in connection with Merrick Street. The possible sharing of this item by the senior governments has been discussed elsewhere. The City's share of the cost of the internal services shown in the table will be 25%.

Table 34 - Summary of Service Costs by Stage

	S t a g e			Total
	<u>1</u>	<u>2</u>	<u>3</u>	
Water	9,700	42,570	7,700	59,970
Sewers	300	284,400*	82,800	367,500
Roads	13,000	633,500	54,000	700,500
Gas	3,700	30,100	2,600	36,400
Telephone	1,000	63,600	1,400	66,000
Hydro	-	89,630	-	89,630
Total	<u>27,700</u>	<u>1,143,800</u>	<u>148,500</u>	<u>1,320,000</u>
City Share	<u>6,925</u>	<u>285,950</u>	<u>37,125</u>	<u>330,000</u>

*Exclusive of costs of sewer improvements on Queen Street which are impossible to estimate without further study.

Reverting to Table 32, it shows that six acres of city-owned lands (road allowances) are to be incorporated in the project sites of the plan; 2.6 acres will be devoted to public housing, 2.2 acres to other public uses and 1.2 acres will be included in sites to be redeveloped by private enterprise. According to the assumption stated at the beginning of this section, these lands will be conveyed to the partnership at their redevelopment value.

In the case of the 1.2 acres of city-owned lands intended for private redevelopment, it was suggested in the Civic Square report that their value would be based on the estimated residual land value of the proposed redevelopment. In the York Street scheme, only one parcel of 7,000 square feet is in the first stage; the redevelopment value of this parcel was estimated in the previous section at \$1.95 per square foot.

In the case of city-owned lands for public projects, as the Addendum to the Civic Square report pointed out, the City's capital budget program for 1966-1970 has been drawn up on the assumption that

lands to be redeveloped for public purposes will be purchased by the City from the partnership at \$20,000 an acre. This assumption applies also to the York Street scheme and has been followed in this report. It corresponds to the value which the Ontario Housing Corporation will pay for the 16 acres to be used for public housing, and it is also the value established in the North End Renewal Scheme. Thus, \$20,000 an acre constitutes the redevelopment value of the lands to be used for public purposes, irrespective of whether they were formerly in private or public ownership. With respect to the latter, it is in effect assumed that the City will convey its lands to the partnership at the same price at which it expects to purchase them from the partnership.

It is realized that in renewal areas in other cities, a different practice from the above has been followed. On the one hand, municipally-owned lands have been conveyed to the partnership at a (perhaps arbitrary) valuation of \$3 or \$4 per square foot, whereas on the other hand, the value which the municipality has been required to pay for land to be devoted to public purposes had been a negotiated percentage of the acquisition and clearance costs, resulting in a price several times higher than the \$20,000 an acre for which the City of Hamilton has budgeted. Where the extent of lands required for public purposes in a renewal scheme is relatively small, and may even be less than the extent of city-owned lands conveyed to the partnership for redevelopment, the effect of this alternative practice on the finances of the participating municipality is manageable. In the present case, however, as in the Civic Square scheme, the ratio of the lands involved is quite different and the effect of the alternative valuations on the City's capital budget would be extremely severe. It would grievously reduce the City's financial ability to participate in the implementation of this and the Civic Square schemes, not to mention further schemes appropriate

to the needs of the city. It is to be noted in this connection that the limitations of the City's capital budget have already made it necessary to extend the implementation of the York Street scheme over a substantially longer period than is desirable and which would be recommended on other grounds.

III PROCEDURES

1. RELOCATION

Residential

Following the approval of the York Street Urban Renewal Scheme the Urban Renewal staff will undertake to assist in the relocation of the 2,500 persons displaced through its implementation. The services provided by the relocation staff will include the following:

- (a) personal interviews with all persons affected by the York Street Scheme;
- (b) provision of the daily multiple listing service of the Hamilton Real Estate Board to those interested in purchasing homes;
- (c) provision of information obtained by the staff relative to the availability of rental accommodation;
- (d) assistance in making applications for Ontario Housing accommodation;
- (e) advice and help in dealing with public welfare, mothers' allowances and other forms of assistance payments which may be affected by a move; and
- (f) provision of transportation for persons who may find it difficult to travel in search of new accommodation.

These services will be offered to any area resident who wishes to have relocation assistance.

Once suitable alternative accommodation is found (either by the person on his own initiative or in conjunction with the Urban Renewal staff) displaced owners and tenants alike should be compensated for moving expenses. These allowances would be in addition to any monetary settlements reached on the purchase of properties and would probably be based on the number of occupied rooms. Additional amounts would likely be paid for the removal of bulky household items.

The Urban Renewal staff has dealt successfully with the special problems of relocation occasioned by the implementation of the

North End scheme and there is no doubt that the experience gained will be of considerable value when applied to the problems in the York Street Area.

Commercial-Industrial

The responsibility of the Hamilton Urban Renewal Committee with respect to commercial-industrial relocation will extend to providing the following services:

- (a) personal interviews with each business or establishment to be displaced as often as required; ✓
- (b) a complete information service on progress of the scheme and its implications to businessmen in the Area; ✓
- (c) information on the availability of alternate space for either rental or purchase and on commercial-industrial development sites to be provided in the Area and elsewhere, particularly for those specialized uses such as scrapyards that present unusual problems of relocation. ✓

Businesses displaced by the implementation of the scheme should be given the first right of refusal for leased space in any of the proposed developments. This would depend, of course, on the suitability of their operation for the new location.

Although staging of the development will be geared wherever possible to permit as many firms to remain until new accommodation is available, some may be forced to seek temporary quarters during the interim period. In cases of this nature, the assistance of the staff can be expected.

As indicated in the Civic Square report, allowances for moving and dislocation costs incurred through urban renewal are very inadequate, especially in the case of marginal retail operations in leased space. The recommendations in the earlier report are still pertinent:

- "(a) the payment of certified actual moving costs, or alternatively the payment of a standardized moving cost if the business owners choose to make his own

moving arrangements. There should not be any final upper limit on moving costs except for safeguards to prevent paying for the movement of superfluous or valueless material. Standard moving costs could be based on the lowest of estimates by moving firms;

- (b) the payment of costs for special items such as dismantling, rewiring and adjustment of machinery, built-in shelves and showcases;
- (c) the payment of dislocation allowances to all affected business owners, where they are able and willing to re-establish themselves. This payment should be large enough to compensate for business disruption while moving, loss of trade during the moving period to the new location and increased advertising costs and to partially compensate for the possible increase in acquisition or leasing costs;
- (d) the payment of dislocation allowances to owners who are not interested in or capable of re-establishing their businesses. This payment should be adequate to compensate for the termination of their operation despite the absence of relocation costs."

2. REHABILITATION

The Civic Square Area, the subject of a previous urban renewal scheme, is not only substantially blighted but also has a strategic location and value from the point of view of the required stimulus of public and private interest in the central core. The proposed renewal program recommended, as a result, the total clearance of the predominantly commercial areas involved.

In common with Civic Square, the York Street Area is well qualified for renewal action in terms of blighted conditions and likewise contains a number of substandard commercial and industrial buildings. Unlike the former, however, York Street has substantial areas of buildings (primarily residential) which are in fair to good condition and as such are worthy of preservation. A few of these buildings are in blocks which are otherwise largely blighted or which have an overriding value for redevelopment and must accordingly be cleared. The remainder are predominantly west of Queen Street and concern for their future disposition gives rise to the following discussion of the problems of rehabilitation.

Apart from those uses within the right-of-way for the East-West Freeway, there will be about 475 buildings unaffected by implementation of Phase One (Stages 1 to 3) of the scheme. This total includes approximately 35 non-residential buildings; the remainder are single-family, semi-detached or row housing, the latter two types of units being counted as if in separate buildings. Assuming implementation of the scheme in the manner and time recommended, there will thus be some 440 houses remaining by 1980 provided no further private redevelopment occurs. By the recent survey undertaken to determine building condition in the Area, 40% of these are in 'good' condition, 50% in 'fair' condition and 10% in 'poor' condition.

The means by which the residential component of the Area was physically surveyed and classified has been discussed earlier at some length; it is sufficient to indicate that the dividing line between 'good' and 'fair' is geared to an estimated cost of repair of \$2,000 and the division between 'fair' and 'poor' is \$5,000.

While these dividing lines were somewhat arbitrary and the survey subject to a certain margin of error, the latter division reflects the judgement of the consultant of those houses in the Area that are or are not capable (in economic terms) of being rehabilitated. Having regard to the fact that the costs were estimated on the basis of improvement to standards approximate to those set out by C.M.H.C. for existing housing, the further division of 'good' and 'fair' is broadly indicative of those structures which are capable of being left to private initiative for repair (good) or require some public action (fair).

It has already been recommended that renewal action in Phase Two of the scheme should consist of the removal of scattered houses then found to be in 'poor' condition. Accordingly, the problem which remains is the action which will be required in respect of those houses

now in need of substantial repair. This would certainly include those classified as 'fair' and possibly some classified as 'good'. The scale of the problem can accordingly be judged in terms of the numbers of houses involved - perhaps 250 - with the knowledge that further aging may not improve the situation.

The measures presently available are basically three in number:

- systematic clearance if and when the housing accommodation deteriorates beyond an acceptable level;
- private rehabilitation stimulated through application of minimum standards by-law; and
- public rehabilitation undertaken by the Ontario Housing Corporation.

Further Clearance

It is perhaps unnecessary to point out the heavy social and economic costs implicit in the first alternative. The eventual clearance of as many as 250 houses would involve the displacement of over 800 persons and the attendant heavy costs both of acquisition and partial replacement by public housing.

There has already been some discussion of the problems of relocation associated with clearance in Phase One. There would seem to be little merit in compounding the problem by displacing people who are relatively well satisfied with their present accommodation and whose ability to find new housing at rents they can afford is only slightly better than those in houses recommended for clearance.

The acquisition and re-use of land is an essential and, at the moment, basic tool of urban renewal. An attempt has been made in this plan to restrict clearance to the minimum consistent with the over-all aims of the renewal program. It is hoped that the absence of an effective rehabilitation policy will not be so prolonged as to result in the extreme solution of total clearance in areas which are as yet basically sound.

Private Rehabilitation

The second alternative, that of private rehabilitation, is likely to be ineffective for housing requiring substantial repairs. The minimum standards by-law for the City of Hamilton (as yet not approved) is a tool which may serve in part to check further residential blight and result in certain improvements to the housing stock. Its application, however, is unlikely to result in the needed degree of rehabilitation of housing in 'fair' condition.

The majority of homeowners, and possibly landlords as well, would have difficulty in meeting the heavy costs involved in private rehabilitation. Sources of funds are restricted primarily to home improvement loans under Section 24 of the National Housing Act (up to \$4,000 for a maximum of 10 years for a single-family dwelling with a further \$1,500 for each additional family housing unit in homes with more than one unit) and loans to "the owner of a housing project located in an urban renewal area" under Section 23D of the N.H.A.; this permits a loan of up to 85% of the lending value of the housing project as improved, amortized over a maximum period of 25 years.

The amounts involved, in the case of a \$4,000 home improvement loan repayable over 10 years at the present interest rate ceiling for chartered bank loans of 6% are initially in the neighborhood of \$50.00 per month. It is impossible to calculate the additional charges involved under the Section 23D alternative ; the number of variable factors include the value of the improved project, the amount of an existing mortgage (if any) and the cost of repairs.

The effectiveness of these measures is thus circumscribed by the ability of the owner to carry the interest and repayment charges incurred through the additional debt. Owner-occupants are unlikely to be willing (if indeed able) to carry the substantial debt charges. Landlords would undoubtedly increase rents in order to recoup their

outlay and it is questionable if the tenants could afford or be willing to pay higher rentals.

Public Rehabilitation

The role of government in public rehabilitation is at the moment limited to a process whereby the partnership acquires housing and conveys it, at an acceptable cost, to the Ontario Housing Corporation for improvement and lease or sale. The policy for example in Alexandra Park in Toronto, is as follows:

- the inspection is carried out jointly by the City, Province and C.M.H.C.
- all units to be acquired must be of brick construction and require not more than about \$2,500 in estimated repair costs (based on C.M.H.C. standards)
- the end price to the Ontario Housing Corporation is about \$14,000, a figure which includes the cost of repairs to approved standards.

Due to the higher housing costs in Toronto, it may be presumed that the maximum the Ontario Housing Corporation would pay in Hamilton would be significantly less than \$14,000.

The restrictions implicit in the above policy would severely handicap any effective action in the York Street Area. A large number of houses are not of brick construction and the maximum of about \$2,500 in repair costs would rule out most of the 225 houses in 'fair' condition. Action in this direction would, in any event, be subject to the approval of the partnership to the "re-sale" of acquired properties to the Ontario Housing Corporation at possibly a substantial write-down.

The policy of Central Mortgage and Housing Corporation in this regard has not been clarified. The results of trial rehabilitation on fairly good housing in the North End Area have not been encouraging, with excessive costs arising from repairs in line with stringent standards.

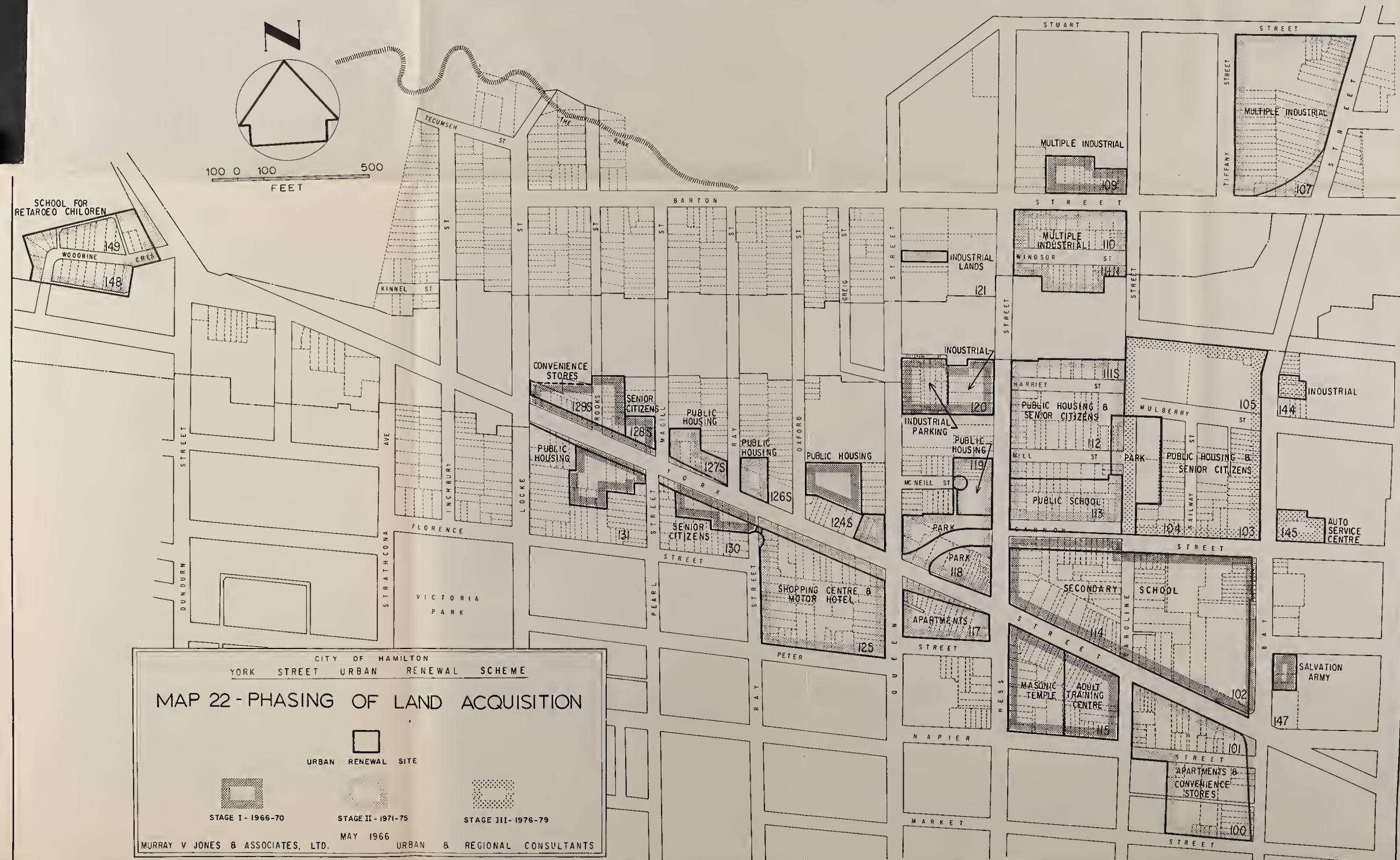
In light of the above, it is difficult to make recommendations for an adequate and realistic program of rehabilitation. There is little doubt that public action is required, especially in the areas where housing approaches but does not exceed the accepted standard for outright clearance. It is with respect to this problem, however, which encompasses a great many houses in the City of Hamilton, that a public policy supported by the necessary resources for action is presently lacking.

3. LAND DISPOSAL

The nature of the public and private re-use proposals and the staging of land acquisition and clearance have been previously described in Part II of this report and are illustrated on Maps 16 and 22. For convenience of reference they are summarized below:

<u>Stage</u>	<u>Year</u>	<u>Acquisition and Clearance for:</u>
One	1966	Secondary School, Masonic Temple, Adult Training Centre
	1967	Salvation Army, Public Housing, Industry
	1969	Public Housing, Multiple Industry
	1970	Public Housing, Convenience Stores
Two	1971-1975	Public Housing, Private Housing, Shopping Centre and Motor Hotel, Multiple Industry, Public School, School for Retarded Children, Park
Three	1976-1979	Public Housing, Park, Auto Service Centre, Industry

A number of the re-use proposals in Stage 1 and 2 have frontage on one or more of the three major roadways which are to be improved. Portions of many of the blocks required for these uses have accordingly been devoted to the needed road widening of York, Bay and Cannon Streets. While actual road improvements are not programmed until the later part of Stage 2, some of the lands acquired earlier will be reserved for this purpose.



The assigned priorities of land acquisition (and, of course, of related land disposal) must have due regard to several competing demands:

- pre-established demands of certain re-use proposals such as the Secondary School, Masonic Temple and Adult Training Centre;
- provision of family and senior citizens public housing to meet the relocation needs of area residents;
- provision of sites for commercial and industrial uses to meet relocation demands from both York Street and Civic Square; and
- land requirements for various road improvements (which, in the instance of the Cannon Street extension, involves the prior acquisition of Site 19 for a public school to replace the existing Hess Street school).

Satisfaction of these demands could readily be achieved if unlimited municipal resources could be applied to urban renewal. As has been noted, however, the funds available are of necessity restricted; this is particularly true of Stage 1, which is coincidental with the 1966 to 1970 capital budget. The result is a compromise in which the known or estimated resources are applied to meeting appropriate proportions of the various demands for cleared land.

Acquisition. The acquisition of land under the adopted program should be carried out by the City, acting on behalf of the renewal partnership. Independent appraisals should be obtained for the affected properties and the offering price determined by review of the appraisals by a sub-committee representative of the City, the Province and Central Mortgage and Housing Corporation. Negotiations and legal proceedings (including expropriation) should be undertaken by the Assessment and Legal Departments of the City of Hamilton.

Management. Agreements to be negotiated with the Federal and Provincial governments should make provision for a 5% management fee to be deducted by the City for administering any properties which are leased out after acquisition. Property management is undertaken by

the Urban Renewal Committee with rent collections and accounts being the responsibility of the Treasury Department. It is proposed that acquisitions should proceed on any properties which come on the market within the Scheme boundary area as soon as all the necessary approvals have been obtained. By proceeding in this manner, it will be possible to maintain good relations with owners who may wish to dispose of their properties in advance of the Plan schedule, to reduce the extent of future legal action, and to provide temporary residential or commercial accommodation.

Clearance. Demolition and clearance should be carried out under contract by demolition contractors hired on the basis of competitive tenders.

Disposal Techniques. The sale price of lands to be used for public purposes will be the subject of negotiations between the renewal partnership and the relevant public agencies.

Certain lands have also been designated for private institutional use, in this instance the sites for the Masonic Temple and Salvation Army warehouse. The sale price of these lands should, as recommended earlier, be equivalent to the cost of acquisition, exclusive of the cost of clearance and abandonment of existing services.

Lands assigned to private redevelopment should be leased on a competitive basis to private developers. The renewal partnership should establish in detailed form the limitations in and intensity of permitted use, the rate of parking required, location of points of access and egress and such other terms as are deemed appropriate and consistent with the intent of the scheme. The competition should not, however, involve the leasing rate; this should be determined by negotiation with the prospective developer(s) selected through the competition and established in the light of analysis of economic feasibility. The latter has been undertaken in Part II of this report for each of the

2550

private development proposals recommended for implementation in Stage 1 of the Scheme. As mentioned earlier, further economic feasibility studies must be carried out at the appropriate time for those uses proposed for Stages 2 and 3. Proposals submitted should be judged on the basis of their design and compatibility with the over-all scheme.

4. LAND USE CONTROLS

The inadequacies of the present Official Plan for the City of Hamilton have been previously discussed, not only in this report but also in regard to the findings of the Central Hamilton Urban Renewal Study and the proposals in the Civic Square Urban Renewal Scheme. There is no doubt that an amendment to the document is required, if only to make it conform to the basic land use distribution proposed in this plan. Within the framework of the existing Official Plan such an amendment would solely represent the satisfaction of a legal requirement and would not provide for the establishment of effective or significant development policies for the Area.

The existing zoning by-law is little better in the sense that the prevailing zones, permitted uses and minimum and maximum standards are not only inconsistent with the recommended plan but are incapable of being adequately amended to serve the desired purpose. In the case of re-use proposals there is some merit in the absence of meaningful controls; greater flexibility is thus afforded in the consideration of development proposals by the committee established for their review and approval. Of real concern, however, are the lands which are not subject to clearance and re-use. Independent private redevelopment under existing controls, even if appropriate in basic use, may be inconsistent in setbacks, coverage, parking etc. with areas of publicly sponsored renewal under this plan.

It is accordingly recommended that an amending by-law be passed which has the effect of designating basic use areas (zones) in

conformity with the adopted scheme and of course, with the Official Plan as amended. This by-law should also provide that the future development in these zones be subject to the passing of a site plan by-law which could reflect the public interest in precise terms. It is understood that there is precedent in the Province of Ontario for the establishment of such a holding provision for each designated zone.

The most critical need with regard to development controls is related to the future use of adjoining areas for which no urban renewal measures are proposed. Apart from the Central Hamilton report, no recent study has been undertaken for the older areas of the City and no policies established for their future use. As stated in the Civic Square report "unless adequate care is taken to control the nature of private redevelopment within these peripheral areas the result may be prejudicial to the renewal area itself and wasteful of the energy which may be generated in the private investment field as a result of implementation of the scheme". It may well be necessary to impose a form of zoning control similar to that described above in order to meet this objective. In lieu of further planning studies the concept plan in the Central Hamilton report could be employed as a basis for this action.

Other development controls presently in force include the Building and Health By-laws; a Minimum Standards By-law has also been drafted though not yet approved. The first two by-laws mentioned are adequate for application to present and future development and conditions in the York Street Area. The last, a by-law prescribing standards for the maintenance of physical condition and for the occupancy of residential dwellings, has been generally discussed in a previous section of this report.

5. ADMINISTRATION AND PUBLIC INFORMATION

The present staff of the Urban Renewal Committee consists of nine persons who occupy the following positions:

Urban Renewal Commissioner ✓
Project Manager ✓
2 Relocation Officers ✓
Community Worker ✓
4 Secretaries and Stenographers

There has been as well an executive assistant to the Commissioner, a position which has recently become vacant and is currently being advertised.

In the Civic Square report, the recommendation was made that the Urban Renewal staff should be augmented by the addition of an inspector (rehabilitation officer) to aid the project manager, a commercial relocation officer, an office manager and two additional stenographers. Two of the five have subsequently been hired - the commercial relocation officer and a stenographer.

In light of the scheduling of the Civic Square, York Street and North End programs, the present staff plus the addition of an executive assistant and the remaining personnel recommended in the Civic Square report would appear to be sufficient to meet the present demand. Because of the increasing work load and the growing importance of the urban renewal function in the City of Hamilton it is essential that this matter be subject to periodic review.

Further assistance is available to the Urban Renewal Committee through the various departments at City Hall. The services of the persons involved can be charged to the project costs and are accordingly a sharable expense. Consultants may also be retained on the same basis to deal with specific problems of the implementation process which may arise.

The public information program proposed for the York Street scheme would be similar to that undertaken in both the North End and, more recently, in Civic Square. Such a program would include:

- newscoverage of all aspects of the scheme through press, radio and television; ✓
- public meetings as required; ✓
- appointment of a civic advisory committee representative of the homeowners and businessmen (owner and tenant) in the Area and who would attend regular meetings of the Urban Renewal Committee; ✓
- distribution of brochures and leaflets when necessary, including preparation of a regular newsletter; ✓
- establishment of field offices readily accessible to residents of the area; and ✓
- erection of signboards identifying the scheme area, the participants and possibly some indication of the nature and timing of the proposals. ✓

It is essential that the public be kept fully informed through these means of the plans and progress of urban renewal. Public awareness together with close personal contact with those responsible for the administration of the renewal operation must be maintained if the desired objectives are to be achieved.

POPULATION AND SOCIAL CHARACTERISTICS

Appendix I

1. Interviewer..... 2. Date.....
3. Street address..... 4. Block No.....

[illegible]

Family group name A.Phone.....
B.Phone.....
C.Phone.....
D.Phone.....
E.Phone.....

Previous address A.
B.
C.
D.
E.

Landlord (name,address,phone).....
.....

6. Resident Family Group	A	B	C	D	E
Receiving (state amount) - City welfare, old age pension or assistance, DVA or industrial pension or other assistance.					
Living on invested income					
Owner (O) Tenant (T)					
Residing here - less than 1 year					
1 to 4 years					
5 to 10 years					
over 10 years					
Monthly rent - none					
Mortgage pay't- under \$25					
\$25 to \$49					
\$50 to \$74					
\$75 to \$100					
over \$100					
Mortgage payment includes taxes					
Rent payment includes - light (L) heat (H) water (W) kitchen equip.(K) laundry facilities (LF) parking (P) household furniture (F) other (O)					
Extra payment for any of the above (\$)					
Plan(ned) to move within a year					
within renewal area					
within City					
leaving City					
Residence preferred, if moved					
build a house					
buy a house					
rent apartment or flat					
rent a house					
rent in public housing					
undecided					
Type of house preferred, if moved					
Single (S) Semi (SD) Row (R)					
1 BR, 2 BR, 3 BR, 4 BR+, 1 WC, 2 WC+					
Location preferred, if moved					

7.Opinions expressed by resident families	A	B	C	D	E
House condition Very good (VG), Good (G), Adequate (A), Relatively poor (RP), Poor (P)					
Area satisfaction Very (V), Reasonably (R), Indifferent(I) Somewhat or very dissatisfied (SD or VD)					
Friends in the area Many (H) Few (F) None (N)					
Relatives in the area Many (H) Few (F) None (N)					
Religion Protestant (P) Catholic (C) Jewish (J) Other (O)					
Park and playground space is satisfactory Yes (Y) No (N)					
Street traffic Heavy (H) Moderate (M) Light (L) No problem (NP)					
Food and convenience shopping Local (L) Downtown (D) Suburban (S)					

8. Where business is an integral part of the living accommodation, fill in the following section.	A	B	C	D	E
Income property rents rooms (R) apts (A) business space (commercial or office) (BS) operates a business from home, yard. type of business operated					
Dependency on income derived Wholly (W) Largely (L) Partially (P) Little (L)					
Planning to move within a year within urban renewal area within City leaving City					
If moved, will business continue in Home (H) Yard (Y) Accessory bldg. (AB)					
Will business discontinue					
Location preferred, if moved					

9.Interviewer's comments

.....

.....

.....

.....

.....

.....

COMMERCIAL - INDUSTRIAL

1. Interviewer..... 2. Date.....
3. Business Name.....
- Address.....
- Person Interviewed - Name.....
- Position.....

4. Classification:
- Comm (retail).... Comm (service,office).... Mfg.... Whole.... Ware....
- Product or service.....
5. Intend to move within a year: Yes.... No.... Inside City.... Outside City....
- In renewal area.... New address,location.....
- Name of new owner.....
- Product or service.....

6. Site, floor space, parking and employment:

	EXISTING		FUTURE	
	Available	Req'd	Available	Req'd
Site (acres or sq.ft.)				
Building (sq.ft.)				
Parking (no. of spaces)				
Employment (no.)				
Skilled labour (%)				

- Floor space is owned.... rented.... Rental paid: Monthly.... Other....
- Firm occupies all of building.... part of building.... %
- Plan(ned) to renovate.... Expand.... Rebuild.... When planned.....
- Details (floor space etc.).....
-
-
6. What proportion of market is local.....%, in City.....%, outside City.....%

7. Present location selected in.....year. Reasons for selection in order of importance: Site location.... Building (size,vacant etc.).... Rental.... Labour market (skilled etc.).... Material supply.... Parking facilities.... Rail access.... Truck access.... Vehicular access.... Pedestrian access.... Proximity to market.... Other (specify).....

Have any of these factors changed substantially: Yes.... No....

If yes, in what manner.....

Are there any problems with the present location: Yes.... No....

If yes, specify.....

What improvements could be made to the area:.....

8. If moved, what are the primary factors governing a new location (in order of importance): Site location.... Building (size,vacant etc.).... Rental.... Labour market (skilled etc.).... Material supply.... Parking facilities.... Rail access.... Truck access.... Vehicular access.... Pedestrian access.... Proximity to market.... Other (specify).....

9. General information:

Proportion of employees living within 1 mile.....%, within renewal area.....%

Interviewer's comments:

CONDITION OF BUILDINGS

1. General Information:

Interviewer..... Date.....

Address..... Block No.....

Use by floor	B	1	2	3	4	5
--------------	---	---	---	---	---	---

Residential (no. of units)

Industrial or Warehouse

Commercial (Ret; Serv; Off.)

Outside Finish: Brick..... Wood..... Stucco..... Insulbrick..... Other.....

Usable accessory bldgs:Garage Shed..... Other.....

Approximate age of building..... Zoning Conforming: Yes..... No.....

2. Building Value:

Lot Size:.....!by.....! =.....sq.ft

Assessment:	Land	Sales:
	<u>Building</u>	<u>Year</u>
	Total	Total

Estimate: \$

3. Amenities:

Off-Street Parking: No. Req'd..... No. Provided.....

Driveway..... Potential Driveway.....

Off-Street Loading: No. Req'd..... No. Provided.....

Access..... Potential Access.....

Kitchen Space: Adequate..... Inadequate.....

Bathroom Space: Adequate..... Inadequate.....

Extra Suite: Adequate..... Inadequate.....

Lighting-Ventilation: Adequate..... Inadequate.....

Means of Egress: Adequate..... Inadequate.....

General Interior Condition: Good..... Fair..... Poor.....

Fire Department Report.....

Health Department Report.....

.....

4. Condition Rating:

Structure	Good	Minor			Major			Provide or Replace			Points
		Res	Comm	Ind	Res	Comm	Ind	Res	Comm	Ind	
Framing		2	8		4	45		D	D		
Foundation		4	25		8	D		20	D		
Cladding		2			12			12			
Doors, windows		1	10		3	40		6	70		
Decoration		1			4			4			
Roofing		0			1			2			
Drains, eaves		0	5		1	12		2	25		
Roof framing		0	10		2	35		4	35		
Chimneys		1	2		2	4		4	8		
Porch, steps		1	-		2	-		2	-		
Yard		1	-		2	-		2	-		
EXTERIOR TOTAL											
Walls, ceiling		1	25		3	55		6	80		
Trim		1	3		2	5		4	10		
Floors		1	5		3	15		3	50		
Floor framing		1	10		6	35		D	140		
Decoration		1	5		3	15		3	20		
INTERIOR TOTAL											
Heating		1	10		2	60		8	200		
Wiring		1	40		3	100		6	180		
Plumbing system		1			2			5			
-Kitchen		1	5		2	15		2	30		
-Bath		1			2			2			
MECHANICAL TOTAL											
(For residential, add 50% to this mechanical total for each additional suite to be retained)											
BASIC TOTAL											
Modification Factors:											
Residential:	Third storey:	+10%	Single storey:	-10%							
Commercial :	Each floor over two:	+40%	+40%	+40%							
	Each exposed wall over two:	+10%	+10%								
	Residential space on upper floor(s):		+20%								
	Loft space on upper floor:		-15%								
	Frontage.....ft	%	of 60 ft.							
OVERALL TOTAL											

5. Comments:

In the surveyor's opinion, this structure should be retained.....demolished.....

.....

.....

.....

.....

.....

CA40N
HM XC 11
-66 857

Government
Publications

ADDENDUM TO THE REPORT
ON THE
YORK STREET URBAN RENEWAL SCHEME
CITY OF HAMILTON

August 1966

Murray V. Jones and Associates Limited
Urban and Regional Consultants
170 Bloor Street West
Toronto 5, Canada



ADDENDUM TO THE YORK STREET URBAN RENEWAL SCHEME

The original York Street Urban Renewal Scheme was presented to the Urban Renewal Committee and Council of the City of Hamilton on May 31, 1966. Since that time some concern has been expressed about certain elements of the plan, particularly with regard to the location and amount of public housing. Several alternatives have accordingly been explored and general approval given by Council to the amendments now included in detail in this addendum.

These amendments consist not only of a reduction in the amount of public housing but also an addition to both the public and private re-use components in the scheme. There have been concurrent changes to the original staging program, with the result that complete implementation of Phase One has been foreshortened by four years. The effect of these changes on the current capital budget of the City of Hamilton has been evaluated and the addendum includes recommendations on the means by which the revised costs may be accommodated. Amendments to the York Street Urban Renewal Scheme are described under the same headings that were employed in the original report and the page number in brackets have reference to that document.

1. GENERAL DESCRIPTION (p.79)

The York Street Scheme was initially recommended for implementation in two phases (p.80), Phase One consisting of three stages taking place over the period from 1966 to 1979 and Phase Two thereafter. Because of circumstances described later in this report, it has been found possible to amend the period of implementation as follows:

Phase One - Stage 1 - 1966 to 1970
 - Stage 2 - 1971 to 1975

Phase Two - 1976+

The scheme itself, which is illustrated on Map 16 (following p.80), has been revised in several respects. In the area described in the scheme report as the south-west quadrant - the lands west of Queen Street and south of the proposed East-West Freeway - there have been two basic changes.

- (1) An elementary separate school has been proposed for location on a site at the intersection of Strathcona Avenue and Florence Street. No indication of the need for this facility was given prior to the time of preparation and initial presentation of the scheme; the demand has apparently arisen from recent fluctuation in the Catholic population, particularly in the North End and York Street Areas. The lands involved were originally recommended for acquisition in Phase Two.
- (2) A number of sites along York Street were originally proposed for public housing, not only to fill the anticipated demand for low-rental housing, but also on the grounds that their limited size was unlikely to prove attractive to private development. It has, in retrospect, been considered appropriate to offer these sites to private enterprise and to contemplate public housing only in the event of lack of interest at adequate residual land values. Proposed development of the sites (numbered 3 to 7 on Map 16) for low-to medium-density multiple housing is fully described in a later section of this addendum.

The remainder of the amendments proposed in this addendum are located in the south-east quadrant in the area bounded by the East-West Freeway and by Bay, Cannon and Queen Streets. These are set out below in general terms:

- (3) The lands at the east end of McNeill Street (Site 10), once proposed for multiple-family public housing, have been enlarged by extension south to Cannon Street. The adjoining park area (Site 11) has been

reduced as a result but the larger area has been employed to accommodate a high-rise building for senior citizens units.

- (4) The area east of Hess Street to the Caroline Street easement has been amended through the retention of a number of existing dwellings on Mill and Hess Streets. This has resulted in a minor adjustment to the public school site (Site 19) and the elimination of the park area (Site 20) in order to accommodate a reasonable amount of public housing on the remaining cleared lands.
- (5) The lands between the easement and Bay Street have also been the subject of substantial change by the inclusion of an automotive commercial complex on the Bay Street frontage. Demand for this facility has been established through the specialized relocation needs of a number (thirty or more) of such uses affected by Civic Square and York Street redevelopment. The balance of the area (once Site 23) has been retained in public housing, advantage having been taken of the topographic variation in the over-all area to separate the two uses.

The above changes are the subject of further elaboration in this addendum and are illustrated in detail on the revised Map 16.

2. PROPOSED ROAD SYSTEM (p.90)

The only change to this section of the York Street report is due to the retention of several existing houses on Mill Street. The roadway was proposed to be closed in the original scheme (item vii, p.94) but now must remain in part and will require construction of a cul-de-sac in order to give access to the properties involved.

3. FUTURE PUBLIC SERVICES (p.97)

The sole amendment to future servicing costs is related to the retention of a portion of Mill Street. It is estimated that the cost

of reconstruction of road and sidewalk will be \$15,000 while the revised total for waterworks is \$435. New storm and sanitary sewers are required for Mill Street and must, because of the gradients involved, flow east and north. Replacement of sewers on Mill Street and on the Caroline Street easement through to Barton Street is estimated to cost \$40,000. Item 23 in Table 22 (p.102) and the servicing totals (p.110) are amended accordingly:

Water	\$ 60,360
Sewers	\$407,200
Roads	\$715,500

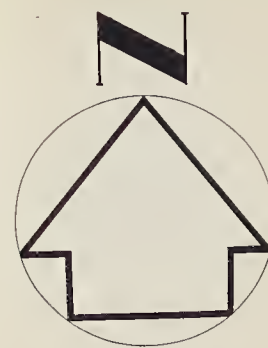
The over-all total of all services is increased to \$2,175,090.

4. PROPOSED PUBLIC USES (p.110)

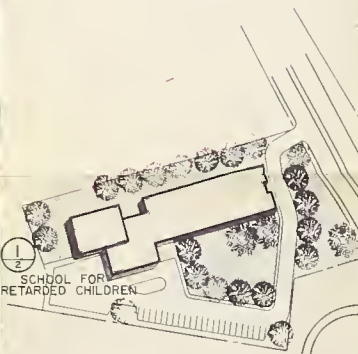
Apart from a design change in the revised Map 16 illustrating development of the secondary school, amendments to public uses are restricted to the addition of a separate school site, revision to the public school site, deletion of a park area and several changes to the public housing proposals.

Secondary School (Site 18, p.111). The Hamilton Board of Education has, subsequent to presentation of the scheme, indicated one or two revisions to the school requirements. Provision for potential expansion of the facility is one basic change which has been reflected in the amended Map 16. The school, at a maximum of two storeys, now occupies most of the eastern block with room for a wing addition to the north. The gymnasias and possible swimming pool are located west of the Caroline Street easement with the playing field, minus track, to the north and west. The design is, of course, purely for illustrative purposes and the final disposition of the various functions may well be substantially different.

Junior Public School (Site 19, p.112). The junior public school site, required for relocation of the present Ness Street Public School, has not been significantly altered. The western end of the site



100 0 100 500
FEET



LEGEND

9 SITE NUMBER
1 STAGE NUMBER

MAP NO. 16
(REVISED AUGUST '66)
YORK STREET URBAN RENEWAL SCHEME

CITY OF HAMILTON

THE PLAN FOR YORK STREET PHASE 1

MURRAY V JONES & ASSOCIATES LTD.

URBAN & REGIONAL CONSULTANTS

CIVIC SQUARE



contains the school building and has been reduced in width in order to preserve the present lot depth of properties now proposed for retention on Mill Street. At the east end, the depth north of Cannon Street has been increased in order to provide for an adequate play area and to meet the minimum 2.0 acre requirements of the Board of Education. Acquisition is still proposed for Stage 2.

Public Housing (p.113). Of an original total of nine sites recommended for public housing, four still wholly or partially remain (Sites 9, 10, 23 and 24). The remaining five (Sites 3 to 7 inclusive) are, as indicated earlier, now proposed for use for private multiple family housing.

By virtue of these changes, the allocation of public housing outlined in the scheme report in Table 23 (p.114) may now be summarized as follows:

<u>Summary of Proposed Public Housing</u>					
<u>Site No.</u>	<u>Stage</u>	<u>Type of Housing</u>	<u>No. of Units</u>	<u>Site Area</u>	<u>Units per acre</u>
9	1	Family - row housing	15	0.76	20
10 rev.	2	Senior Citizen - apartments	120	0.83	144
23 rev.	1	Family - row housing	52	3.42	15
24 rev.	2	Family - row housing and fourplex	56	2.44	23
<hr/>					
Totals	Senior Citizen Housing - 120		243	7.45	
	Family Housing - 123				

As has been noted, only one of the four remaining sites remains as originally proposed. The recommended changes are:

Site 10. This 0.83-acre site is located at the east end of McNeill Street and extends south to abut the intersection of Cannon and Hess Streets. The cruciform point block is proposed for fifteen storeys and contains 120 senior citizens units, it is situated at the south end

of the site in order not to prejudice the amenities of the existing housing on McNeill Street. Access to the parking area (for thirty-five cars) is available from both McNeill and Hess Streets. Development is recommended for Stage 2.

Site 23. The 3.42 acres remaining in this site lie east of the Caroline Street easement on the 20 to 25-foot slope which separates the automotive commercial complex from the easement. A total of fifty-two single row houses are grouped in parallel steps along this slope, varying in layout in conformance with the tapered dimensions of the site. All units are oriented to either south or east and use is made of the easement to provide pedestrian connection between the common open spaces contained by the buildings. Access to the parking areas (forty-three cars or 80%) located along the top edge of the slope is obtained from Cannon Street. This area, in common with the automotive centre site, is proposed for acquisition in Stage 1.

Site 24. The lands now remaining in this site are located to the east and north of Mill Street. The major concentration in the 2.44 acres involved consists of a grouping of back-to-back row houses oriented east and west along the eastern periphery of the site. A further group of similar design is located between this housing and six single row houses which adjoin Hess Street. The north-east corner of Mill and Hess Streets is occupied by a fourplex. Parking for this housing is proposed at 80% (forty-six cars) and is accessible from both Mill and Hess Streets.

Parks (Sites 11 and 20, p.118). Amendments are proposed to two of the three park areas established in the original scheme. Site 11 has been reduced by 0.2 acres to a new total of 0.54 acres in order to provide additional lands for the senior citizens apartment block now located on Site 10. Site 20, recommended originally as a public open space feature central to the public housing areas north of Cannon

Street, has now been eliminated. The 1.53 acres involved have been incorporated into the public school and public housing sites.

Separate School. Shortly after presentation of the scheme report, the Hamilton Separate School Board indicated a need for an elementary school site in the York Street Area. The only appropriate site available in the Area is an industrial property located on Florence Street between Strathcona Avenue and Inchbury Street. Originally recommended for acquisition in Phase Two, the 1.5-acre property can accommodate the required 12-room school and has the advantage of location adjacent to Victoria Park. It has been illustrated as Site 31 on Map 16 (revised) and is recommended for acquisition in Stage 1.

5. PROPOSED PRIVATE USES (p.119)

Minor changes to the private re-use components of the scheme consist of the enlargement of the convenience commercial centre proposed on Site 2, the transfer of five sites along York Street (Sites 3 to 7) from use for public housing purposes to private multiple family housing and a few minor alterations to the staging program. One major difference is the addition of a relatively large automotive commercial centre to the scheme proposals.

Convenience Stores (Site 2, p.120). A modest enlargement of the floor space is proposed for the convenience centre at the intersection of York and Locke Streets. Under review of the original scheme, it has become apparent that there is little point in not utilizing the excess from lands required for the East-West Freeway. The commercial site has accordingly been enlarged to the right-of-way of the future service road (to a total of 1.24 acres) and the floor space increased proportionately. Approximately 14,400 square feet of floor space is now proposed in the plan, primarily attained through the addition of one further "unit" to the three originally shown. Parking for fifty-six cars is available with access from the service road.

Private Housing. Because of the limitations in area and dimensions of the five sites along York Street, only one (Site 4) is proposed to be altered in basic design. Provision for additional parking spaces has resulted in a decrease in unit total for Site 5, otherwise the diagrammatic development plan included on Map 16 (revised) is the same as the original plan for Sites 3, 5, 6 and 7.

Site 3. The current proposal remains the same for five 2-storey row houses in Stage 1; parking allocation has been increased to five spaces.

Site 4. A 5-storey apartment building is recommended for this site with a potential total of forty-four one- and two-bedroom units in 40,000 square feet. On a site area of 0.93 acres (enlarged slightly through the proposed acquisition of 119 Pearl Street in order to give better access) a maximum floor space index of 1.0 is observed. Underground parking for tenants and surface visitor parking is accessible from Pearl Street. The site remains in Stage 1.

Site 5. Recommended redevelopment of this site is for eight 2-storey row houses with 100% parking at grade. Acquisition is now scheduled for Stage 2, an amendment from the original scheme which proposed acquisition for public housing purposes in Stage 1.

Site 6. The recommended redevelopment remains as eleven 2-storey row houses in Stage 2. The provision of surface parking has been increased to twelve spaces.

Site 7. As in Site 6, the Stage 2 redevelopment proposal remains for seven row houses; parking has been increased to eight spaces at grade.

Automotive Commercial Centre. The sole entirely new proposal in this addendum is that of an automotive commercial complex on a 4.16-acre site adjoining Bay Street. This has been recommended for Stage 1 as a means of producing additional tax revenue for the City and, at the

same time, accommodating a number of automotive-oriented establishments to be displaced from Civic Square and York Street.

Coordinated development of the site for automotive sales and service establishments has been illustrated in a form which is compatible to the adjoining housing and which minimizes the exposure of parking areas to Bay and Cannon Streets. The amended plan proposes a gross floor area of 79,600 square feet at a floor space index of less than 0.5. Parking at grade is illustrated for 131 cars with access from both Bay and Cannon Streets; this figure is premised on the assumption that it is neither desirable nor necessary to have an extensive outdoor car sales area. The centre has been defined as Site 20 on the revised Map 16.

In terms of staging of acquisition and clearance the pre-dominant area originally proposed for public housing in Stage 3 (Site 23) has now been amended to Stage 1 for the combined uses of public housing and the automotive centre. Because the recommendation has effectively removed the only sizable area in the third stage, the program if implemented in the manner now proposed can be achieved over a 9-year interval to 1975. Two further changes to staging are thus required; Sites 21 and 22 on Bay Street have been amended to Stage 2.

The costs of the revised program are fully discussed in a later section of the addendum. In order to meet the financial commitment resulting from the increase in Stage 1 area it has been found necessary to defer implementation of two sites. One (Site 5) has already been mentioned; the other is Site 29, an area proposed for multiple industrial re-use in the north-east quadrant. It has accordingly been amended to Stage 2. The amended staging program has been illustrated on the revised Map 22 which is included in this addendum.

6. FEASIBILITY OF PROPOSED USES (p.125)

The Rehousing Demand (p.126)

The revised recommendations of the York Street scheme will result in the relocation of 2,505 people owing to the acquisition and clearance of their homes. The number of people affected, by household type and stage of implementation of the scheme, are as follows:

	<u>Total</u>	<u>Stage 1</u>		<u>Stage 2</u>	
		<u>Family</u>	<u>Non-Family</u>	<u>Family</u>	<u>Non-Family</u>
No. of Households	649	224	25	349	51
No. of Persons	2,505	903	57	1,469	76

It is unlikely that all these people will require assistance in obtaining alternative accommodation. The main relocation problems will involve families with children and senior citizens. In particular, since government assisted housing is an essential part of the answer to relocation, an estimate has been made of the number of households that might require and be eligible for family or senior citizens public housing. The estimate, which may be considered a maximum, shows that a total of 175 families and 73 senior citizens public housing units might be required. This total is divided by stages as follows, and is compared with the provision of public housing by type and stage proposed in the revised scheme - see page 5 above.

Estimated Need for Public Housing

	<u>Total</u>	<u>Stage 1</u>	<u>Stage 2</u>
Family Housing	175	38	87
Senior Citizens Housing	<u>73</u>	<u>39</u>	<u>34</u>
Total	248	127	121

Proposed Public Housing

Family Housing	123	67	56
Senior Citizens Housing	<u>120</u>	<u>-</u>	<u>120</u>
Total	243	67	176

The number of family housing units falls short of the indicated need by twenty-one units in Stage 1 and thirty-one units in Stage 2. In the case of senior citizens housing on the other hand there is a surplus over indicated need in the program as a whole. However, all units are scheduled for Stage 2; the need arising in Stage 1 will therefore have to be met elsewhere. It is hoped that the deficiency may be made good by the proposals to be formulated for the North End renewal scheme.

If the need for 243 public housing units is met, this will mean that 400 families (roughly 1,700 persons) in the York Street area will be dependent on the private housing market for alternative accommodation. The majority of these families (65%) own their present homes. An important element in the relocation program ought therefore to consist of the assistance necessary to enable these families to find alternative housing which would be suitable for ownership and within their means.

Private Residential Redevelopment (p.141)

Sites 3, 4, 5, 6, and 7, formerly proposed for public and senior citizens housing, are now suggested for private redevelopment; it is hoped that a developer will become interested in undertaking the projects. As already indicated, these sites have inherent limitations from the point of view of private enterprise. They are relatively small and are more affected than larger sites by the character and condition of the surrounding housing. Except for Site 4, they are also lacking in depth. For these reasons high-density redevelopment of these sites is not possible. In addition, private rather than public housing requires more parking, which in the case of Site 4 means underground parking and in the case of Site 5 has reduced the number of units which can be placed on the site from ten to eight. On the other hand, Site 5 as well as Site 3 having been proposed for senior citizens housing, one-storey buildings were suggested. For private redevelopment these have been changed to two-storey, two-bedroom units.

Site 4 has been wholly redesigned and the density more than doubled in an effort to make it as attractive as possible for private redevelopment. The number of units has been increased from eighteen to forty-four. One additional property is now proposed for acquisition, in order to improve the access for the heavier traffic which will result. Parking spaces for the tenants have been placed underground - thus adding substantially to the cost of the project - and five guest parking spaces are provided at grade under part of the building. Detailed estimates of costs and suggested rents are discussed below.

Acquisition and clearance of Sites 3 and 4 are scheduled for Stage 1. Site 5, formerly also in Stage 1, has been deferred partly for budgetary reasons, in view of other sites (including the new separate elementary school) now included in Stage 1, and partly to give time to test the response by developers to the prospects offered on Sites 3 and 4. The economic feasibility of residential redevelopment on the two sites is analyzed in Table 1, which also provides a calculation of the residual land value.

Five two-storey units are proposed for Site 3. They will have a gross floor area of 1,000 feet per unit. The capital cost of the buildings is taken at \$10 per square foot for construction, plus 20% for development costs - architect fees, service costs, interim financing etc. - making a total of \$12 per square foot and \$60,000 for the project. Rents are suggested at \$150 per unit per month.

A five-storey building on Site 4 will include twenty one-bedroom and twenty-four two-bedroom units. The total floor area of the building will be 40,000 square feet, providing a gross floor area of 800 square feet for the one-bedroom units and 1,000 square feet for the two's. Capital costs are again taken at \$12 per square foot making a total of \$480,000, to which is added \$1,500 per underground parking space, i.e. \$66,000. Suggested rents are \$120 per month for the one-bedroom and \$150 for the two-bedroom units, plus \$10 a month for underground parking.

It is assumed that 80% of the capital cost of the buildings will be financed by a 30-year NHA mortgage at 6-3/4%. The developer's equity is assumed to yield a return of 10% and is fully recovered during the 30-year period, with no allowance for any salvage value; in other words, the buildings are fully depreciated in thirty years, although it is obvious that they will continue to yield a substantial rental income after that time. Financing charges in the first thirty years thus have both a primary and secondary component. During the thirty years of mortgage repayments and capital recovery, operating and maintenance expenses are assumed to be 35% of the gross rental revenue from the apartments and 25% of the parking revenue; these expenses include taxes. In the ensuing twenty years, operating and maintenance expenses will rise to 50% and 40% respectively of gross rental revenue. A vacancy and credit loss factor of 5% is assumed throughout.

Annual gross revenue minus operating costs, vacancy and credit loss and financing charges gives the residual income attributable to the land. The present worth of this residual income is capitalized at the rate of 6% and constitutes the residual value of the land, estimated at \$11,680 for Site 3 and \$73,450 for Site 4. Write-downs of 77% and 50% from the acquisition and clearance cost would thus be involved, the difference being due to the higher density of development on Site 4.

Some general comments about results shown in Table 1 are appropriate. The results are obtained on the basis of rents which, in light of all the relevant factors, are the maximum which it is felt prudent to assume. Five dollars per month more or less, although small relatively to the total rent, would have a disproportionate effect either up or down on the residual income on which the land value is based. Equally important, and with an effect in the contrary direction, is the possible effect on occupancy. A vacancy rate of 5% averaged

over the life of the project is assumed. An attractive development on a good site with thoroughly competitive rents can experience less than 5% vacancies, whereas if rents are thought to be too high in relation to comparable other accommodation, vacancies will also be higher, with the result that the residual income attributable to the land will be sharply reduced or will melt away entirely.

While maximum realistic rents are assumed, operating and maintenance costs at 35% of gross revenue are relatively low, although not too low for the early years of operation. Construction costs at \$10 per square foot are also not high and, considering the trend in the past two years and the fact that the projects will not be undertaken for another four to five years at the earliest, they may turn out to be unrealistic. It is also possible that the NHA rate of interest will be raised. In spite of these optimistic assumptions, it appears that only a fraction of the residual land value will accrue in the first thirty years of the project; the major portion and, in the case of Site 4, almost all of it comes only later.

On the other hand, the calculation assumes that rents will remain constant throughout the 50-year period. Past experience shows that this is very unlikely to be so. Increases in rents, even if gradual, will over the years provide a greater margin to cover operating and maintenance expenses - which will also rise - and, after deducting the carrying cost of the mortgage, will allow partly for a higher rate of return to the developer (or a quicker withdrawal of his equity) and partly for a greater residual income attributable to the land. Since it is recommended that land be conveyed to the developer undertaking the project on a long-term lease, the calculated residual land value for the two periods shown is significant mainly as a basis for negotiating the ground rent during an initial period of the lease. The terms of the lease should be subject to review at stated intervals.

Finally, it is to be emphasized that the prospective tenants for whom residential redevelopment by private enterprise is intended and who will be able to afford the scale of rents necessary to make the projects pay will not be found among the majority of the present residents of the area, but will come from elsewhere in the city. They will obviously also differ markedly, in terms of income, occupation and family composition, from the people who would be served by public housing. A definite change in residential character is thus involved in the change from public and senior citizens housing to the private redevelopment of Sites 3, 4, 5, 6 and 7. In particular, the present residents of the houses to be acquired and cleared will have to be accommodated elsewhere. The change from public housing to private redevelopment on these sites can be recommended only because it is accompanied by a restaging of the major public housing proposals in the scheme area, in that the public housing on Site 23 is moved forward from Stage 3 to Stage 1.

Commercial and Industrial Relocation (p.142)

There are three changes to the commercial and industrial relocation needs as a result of the revisions of the renewal scheme being proposed. They are:

1. The acquisition and clearance of the Dominion Manufacturer's Ltd. building in block 1348 for the site of the new separate elementary school, scheduled for Stage 1.
2. The retention of the Leather Cartage Co. warehouse in the north-east corner of block 105, originally scheduled for acquisition and clearance in Stage 3. The remainder of the block, together with block 103, is now scheduled for acquisition and clearance in Stage 1, to provide the site for the proposed automotive centre.
3. The elimination of Stage 3 and the re-scheduling of acquisition and clearance as between Stages 1 and 2.

The effect of these changes is shown below; the figures may be compared with the totals given in Table 20 of the Report.

	Total Existing	To Remain	Total	To be Relocated	
				Stage 1	Stage 2
No. of Establishments	171	46	125	62	63
No. of Employees	2,658	1,721	937	562	375
Total Floor Space (sq.ft.)	1,577,970	1,043,520	534,450	344,050	190,400
Main Floor	1,029,470	674,820	354,650	224,450	130,200
Other Floors	548,500	368,700	179,800	119,600	60,200

Commercial Redevelopment (p.146)

Three sites (Nos. 2, 8 and 20) are proposed for commercial redevelopment. Sites 2 and 20 are proposed for redevelopment in Stage 1 and are accordingly analyzed in detail from the point of view of economic feasibility.

Four small buildings to accommodate retail and service convenience stores are proposed for Site 2. They will have a total floor area of 14,400 square feet and parking space for fifty-six cars. Acquisition and clearance cost of the land now in private ownership are estimated at \$244,000. The site will also include 7,000 square feet as a result of the closing of Crooks Street and 7,000 square feet of land lying within the East-West Freeway right-of-way which will also be incorporated into the site. The redevelopment value of this land is estimated at \$1.55 per square foot, making a total value for the site of \$265,900.

The appraisal or redevelopment value of the site is calculated in Table 2. The elements of the calculation are the same as those used in York Street Renewal Scheme report, with the exception that operating costs to the developer, including taxes, are taken at 80¢ (rather than 60¢) per square foot, which is more realistic in view of the probable rate of taxation on the land as well as the buildings.

Table 2 (Table 29 in the Report)

Analysis of Residual Land Value
Convenience Stores - Site 2

1. Estimated Construction Cost

<u>Floor Area</u>	<u>Basic Cost</u>	<u>Development & Site Loading</u>	<u>Total</u>
14,000	\$12.50	20%	\$210,000

2. Estimated Revenue

<u>Rent per Sq.Ft.</u>	<u>Gross Revenue</u>	<u>Vacancy & Credit Loss</u>	<u>Operating Cost - Net</u>	<u>Effective Net Revenue</u>
2.50	\$35,000	\$1,750	\$11,200	\$22,050

3. Residual Land Value

	<u>Primary Debt & Load</u>	<u>Equity & Secondary Load</u>	<u>Effective Net Revenue</u>	<u>Residual Income</u>	<u>Capitalized Residual Land Value</u>
	\$157,500	\$52,500			
Yrs. 1-25	\$ 14,130	\$ 5,295	\$22,050	\$ 2,625	\$33,560
26-50		5,295	22,050	16,755	<u>49,900</u>
					<u>\$83,460</u>

Seventy-five per cent of the capital cost is assumed to be borrowed at an interest rate of 7½% and a term of twenty-five years. This portion of the value of the buildings is accordingly amortized during that time. The other 25%, representing the developer's equity and on which a 10% rate of return is provided, is recovered over a 50-year period. The buildings are thus fully depreciated in fifty years. Financing costs in the first twenty-five years have both a primary and secondary component, whereas in the second twenty-five years there is only a secondary load. The residual income attributable to the land is capitalized at 6%, and results in an estimated land value of \$23,450, involving a write-down of 66% from the acquisition and clearance cost of the site or 69% on the total value of the site, including the redevelopment value of the public lands incorporated in it. No allowance is made for increased rents or operating costs in the future, although both are likely to rise. For this reason and because many other changes which cannot be foreseen are certain to occur, the long-term lease whereby the site will be conveyed to the developer undertaking the project should be subject to review at stated intervals.

The economic feasibility of the automotive centre proposed for Site 20 is analyzed in Table 3. The buildings will have a suggested gross floor area of 79,600 square feet, of which a showroom and sales facility in the main building will occupy 27,200 square feet and a parts and supply depot and sales outlet will occupy 16,400 square feet in a separate building on the south-west corner of the site. The showroom and sales function thus front on Pay Street. The remainder of the building at the back of the site, comprising 36,000 square feet, is intended as service, repair and garage space.

Construction costs for the showroom and sales facility are taken at \$12.50 per square foot, plus 20% development and site loading. Rents are suggested at \$2.50 a square foot, with operating costs to the developer, including taxes at 80¢ a square foot. Construction costs

Table 3 (New)

Analysis of Residual Land Value
Automotive Centre Site

1. Estimated Construction Costs

<u>Floor Area</u>	<u>Basic Cost</u>	<u>Development & Site Loading</u>	<u>Total</u>
43,600	\$12.50	20%	\$ 654,000
36,000	10.00	20%	<u>432,000</u>
<u>79,600</u>			<u>\$1,086,000</u>

2. Estimated Revenue

<u>Rent per Sq.Ft.</u>	<u>Gross Revenue</u>	<u>Vacancy & Credit Loss</u>	<u>Operating Cost - Net</u>	<u>Effective Net Revenue</u>
\$2.50	\$109,000	\$5,450	\$34,880	\$68,670
1.80	64,800	3,240	23,400	<u>38,160</u>
				<u>\$106,830</u>

3. Residual Land Value

	<u>Primary Debt & Load</u>	<u>Equity & Secondary Load</u>	<u>Effective Net Revenue</u>	<u>Residual Income</u>	<u>Capitalized Residual Land Value</u>
	\$157,500	\$52,500			
Yrs. 1-25	\$14,130	\$ 5,295	\$22,050	\$2,625	\$33,560
26-50		5,295	22,050	16,755	<u>49,900</u>
					<u>\$83,460</u>

for the service and repair space are taken at \$10 a foot plus 20%, with a suggested rent of \$1.80 per square foot and operating costs to the developer of 65¢. The remaining elements of the calculation are the same as those in Table 2. An estimated residual land value of \$318,110 is obtained. This would involve a write-down of 59% on the acquisition and clearance costs of the site.

Industrial Redevelopment (p.150)

The industrial development of Site 29 is rescheduled for Stage 2; the analysis of economic feasibility is accordingly omitted. Two changes have been made in the analysis of Site 25 shown in Table 4 (cf. Table 30 in the Report). Operating costs to the developer have been increased from 45¢ to 60¢ a square foot, in order to take more adequate account of the probable city taxes. An increase in suggested rents from \$1.60 to \$1.70 a square foot was found necessary in order to make the project pay and at the same time provide some residual income attributable to the land. The land value is now estimated at \$28,765, equal to 74¢ a square foot and involving a write-down of 55% from the acquisition and clearance cost.

7. COST ANALYSIS (p.151)

Table 5 shows the areas and cost of the land to be acquired for redevelopment in the York Street scheme, together with the estimated cost of clearance. (The numbers in the first column of the table are the site numbers shown on Map 16). The total acquisition and clearance costs for the two stages of Phase One come to \$10,685,000, not including any value assigned to the city-owned lands (road allowances) to be incorporated in the various projects. The assumption made in the Civic Square report is again adopted here, namely, that these lands will be conveyed to the partnership at their redevelopment value.

Table 4 (Table 30 in the Report)

Analysis of Residual Land Value
Industrial Site 25

1. Estimated Construction Costs

	<u>Floor Area</u>	<u>Basic Cost</u>	<u>Development & Site Loading</u>	<u>Total</u>
Site 25	10,000	\$10.00	15%	\$115,000

2. Estimated Revenue

	<u>Rent per Sq.Ft.</u>	<u>Gross Revenue</u>	<u>Operating Cost - Net</u>	<u>Effective Net Revenue</u>
Site 25	\$1.70	\$17,000	\$6,000	\$11,000

3. Residual Land Value

	<u>Primary Debt & Load</u>	<u>Equity & Secondary Load</u>	<u>Effective Net Revenue</u>	<u>Residual Income</u>	<u>Capitalized Residual Land Value</u>
Site 25	\$86,250	\$22,750			
Yrs. 1-25	\$ 7,737	\$ 2,900	\$11,000	\$ 363	\$ 4,640
26-50		2,900	11,000	8,100	<u>24,125</u>
					<u>\$28,765</u>

Acquisition and clearance costs scheduled for Stage 1 in the revised scheme total \$4,755,000. This represents an increase of \$1,439,000 from the \$3,316,000 proposed in the Report (see Table 31, page 152). The City's portion of this increase, namely 25%, amounts to \$360,000.

In order to accommodate this increase within the City's 5-year capital budget program, it is imperative that action be taken with respect to the \$800,000 allocated in the capital budget program for improvements at the Merrick-Gore-Vine intersection. The City's portion of this expenditure presently stands at \$533,000. As indicated in the York Street report (p.106) this improvement is "a direct result of the road system proposed in the Civic Square and York Street schemes and more particularly the closing of York Street between Bay and James Street". The report further recommended that "the streets and area affected by these associated road improvements be considered as constituting part of the scheme area for cost sharing purposes".

Should this end be achieved the following changes could be made to the capital expenditures assignable to the York Street Area:

PRESENT:

Merrick-Gore-Vine improvements	\$800,000
Provincial subsidy	<u>267,000</u>
City share	\$533,000

PROPOSED:

Merrick-Gore-Vine (Urban Renewal)	\$800,000
Federal-Provincial share	<u>600,000</u>
City share	\$200,000
NET CITY GAIN:	\$333,000

The net city gain of \$333,000 would become available for the increased requirements in Stage 1 of the York Street scheme. A small amount of \$27,000 would thus be left to be found from other sources of

Table 5 (Table 31 in the Report)

AREAS AND ESTIMATED COSTS OF ACQUISITION AND CLEARANCE,
AND SUGGESTED PRIORITY PLACING

Site ₁ No.	Lands for:	Block ₂ No.	Site Area (sq.ft.)			Acquisition Costs \$	Clearance \$	Total \$	Date of Acquisition & Clearance
			To be Acquired	City ³ Owned	Total				
13	Secondary School	102 114	238,000 128,000 366,000	21,000	387,000	852,000 563,000 1,415,000	52,000 28,000 80,000	904,000 591,000 1,495,000	1966
14 17	Masonic Temple and Salvation Army	115 147	97,000		97,000	437,000	21,000	458,000	1966 and 1967
15	Training Centre for Retarded Adults	115	58,000		58,000	250,000	12,000	262,000	
31	Separate Elementary School	134S	63,000	-	63,000	203,000	13,500	216,500	1968
25	Industrial	120	39,000		39,000	56,000	8,000	64,000	1967
9/26* 23 23	Public Housing	124S/120* 104 105	33,000 90,000 52,000 175,000	3,000 15,000 18,000	193,000	126,000 317,000 320,000 763,000	7,000 19,500 11,500 38,000	133,000 336,500 331,500 801,000	1967 1969 1969

1 - See Map 16

2 - See Map 22

3 - Road allowances to be closed

* This would involve an exchange of lands. The western portion of Block 120 is to be acquired by the partnership and conveyed to the Tuckett Tobacco Co. in exchange for the property in Block 124S which the company now owns and which is to be used as a public housing site.

Site No.	Lands for:	Block No.	Site Area (sq.ft.)		Estimated Costs			Date of Acquisition & Clearance
			To be Acquired	City Owned	Acquisition Costs	Clearance	Total	
20	Automotive Centre	103	106,000		\$ 572,000	\$ 23,000	\$ 595,000	1969 1969
		104	6,000		20,000	1,500	21,500	
		105	38,000		153,000	8,500	161,500	
			150,000	41,000	745,000	33,000	778,000	
3 4	Private Housing	128S	12,000		49,000	2,500	51,500	1970 1970
		131	41,000		137,000	9,000	146,000	
			53,000		186,000	11,500	197,500	
2 2	Convenience Stores	128S	18,000		142,000	4,000	146,000	1970 1970
		129S	22,000		93,000	5,000	98,000	
			40,000	7,000	235,000	9,000	244,000	
	Road Improvements: Cannon Street Bay Street York Street Totals - Road Improvements	114	20,000		84,000	4,300	88,300	
		102	15,000		55,000	3,200	58,200	
		128S, 129S & 131	16,000	-	89,000	3,500	92,500	
			51,000		228,000	11,000	239,000	
TOTALS - STAGE 1			1,092,000	87,000	1,179,000	237,000	4,755,000	

Site No.	Lands for:	Block No.	Site Area (sq.ft.)		Estimated Costs		Date of Acquisition & Clearance
			To Be Acquired	City Owned	Acquisition Costs \$	Clearance \$	
						Total	
II - STAGE 2							
24	Public housing	111S	33,000		97,000	7,000	104,000
24		112	51,000		244,000	12,000	256,000
			84,000	22,000	341,000	19,000	360,000
19	Public School	113	66,000	22,000	216,000	15,000	231,000
1	School for Retarded Children	148	31,000		154,000	7,000	161,000
		149	55,000		246,000	13,000	259,000
			86,000	13,000	400,000	20,000	420,000
8	Shopping Centre and Motor Hotel	125	173,000	-	735,000	39,000	774,000
10	Public housing	118 & 119	36,000		201,000	8,000	209,000
11-12	Park	118	54,000		397,000	12,000	409,000
7	Private housing	126S	16,000		148,000	4,000	152,000
6		127S	26,000		173,000	6,000	179,000
5		130	20,000		85,000	4,000	89,000
			62,000		406,000	14,000	420,000
13		117	47,000		325,000	11,000	396,000
16		100	96,000		347,000	22,000	369,000
16		101	73,000		486,000	16,000	502,000
			169,000	19,000	833,000	38,000	871,000
28, 27	Industrial	110, 111N & 121	103,000	26,000	450,000	23,000	481,000
30		107	218,000		542,000	50,000	592,000
21, 22		144, 145	30,000		125,000	7,000	132,000
			351,000	26,000	1,125,000	80,000	1,205,000

Site No.	Lands for:	Block No.	Site Area (sq.ft.)		Estimated Costs		Date of Acquisition & Clearance
			To be Acquired	City Owned	Acquisition Costs \$	Clearance \$	
II - STAGE 2 (cont'd)							
Road Improvements:							
	Cannon Street	118	21,000		164,000	5,000	1971-1975
	McNeill St. Cul de Sac	118	2,000		22,000	500	"
	Mill Street	113	2,000		6,000	500	"
	York Street	117,125					
		124S,127S,130	56,000		327,000	12,500	"
	Bay Street	100,101	4,000		29,000	1,000	"
	Pay-Earton Streets	107	25,000		62,000**	5,500	"
			110,000		610,000	25,000	
							339,500
							30,000
							67,500**
							635,000
Sub-Totals - by Use							
	Public Housing		120,000	22,000	542,000	27,000	569,000
	Private housing		278,000	19,000	1,624,000	63,000	1,687,000
	Shopping Centre and Motor Hotel		173,000	-	735,000	39,000	774,000
	Industrial		351,000	26,000	1,125,000	80,000	1,205,000
	Schools		152,000	40,000	616,000	35,000	651,000
	Park		54,000		397,000	12,000	409,000
	Road Improvements		110,000		610,000	25,000	635,000
TOTALS - STAGE 2			1,236,000	107,000	5,649,000	281,000	5,930,000
TOTALS - PHASE ONE							
			2,330,000	194,000	10,167,000	518,000	10,685,000

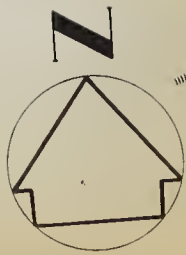
** Since the need for the grade separation at this intersection arises from the East-West Freeway, the cost of the land may be charged to the Freeway rather than the York Street renewal scheme.

the City's capital funds. On the other hand, contributions by the senior levels of government to the revised program proposed for Stage 1 would be increased by \$1,079,000, plus \$333,000 for the Merrick-Gore-Vine improvements, making a total of \$1,412,000.

Although the funds required for Stage 1 are substantially increased, the total of Stages 1 and 2 constituting Phase One of the renewal scheme are reduced by \$55,000 - from \$10,740,000 to \$10,685,000. This reduction is made possible, notwithstanding the addition of a separate elementary school site in block 1345 not included in the original program, by a number of properties originally proposed for acquisition and clearance now being retained. The major consequence, in terms of capital cost, of the revision of the renewal scheme is therefore that a substantial part of the cost is moved forward from 1976-1979 to the current five-year period and that the implementation of Phase One is reduced from fourteen years to a more realistic and desirable period of ten.

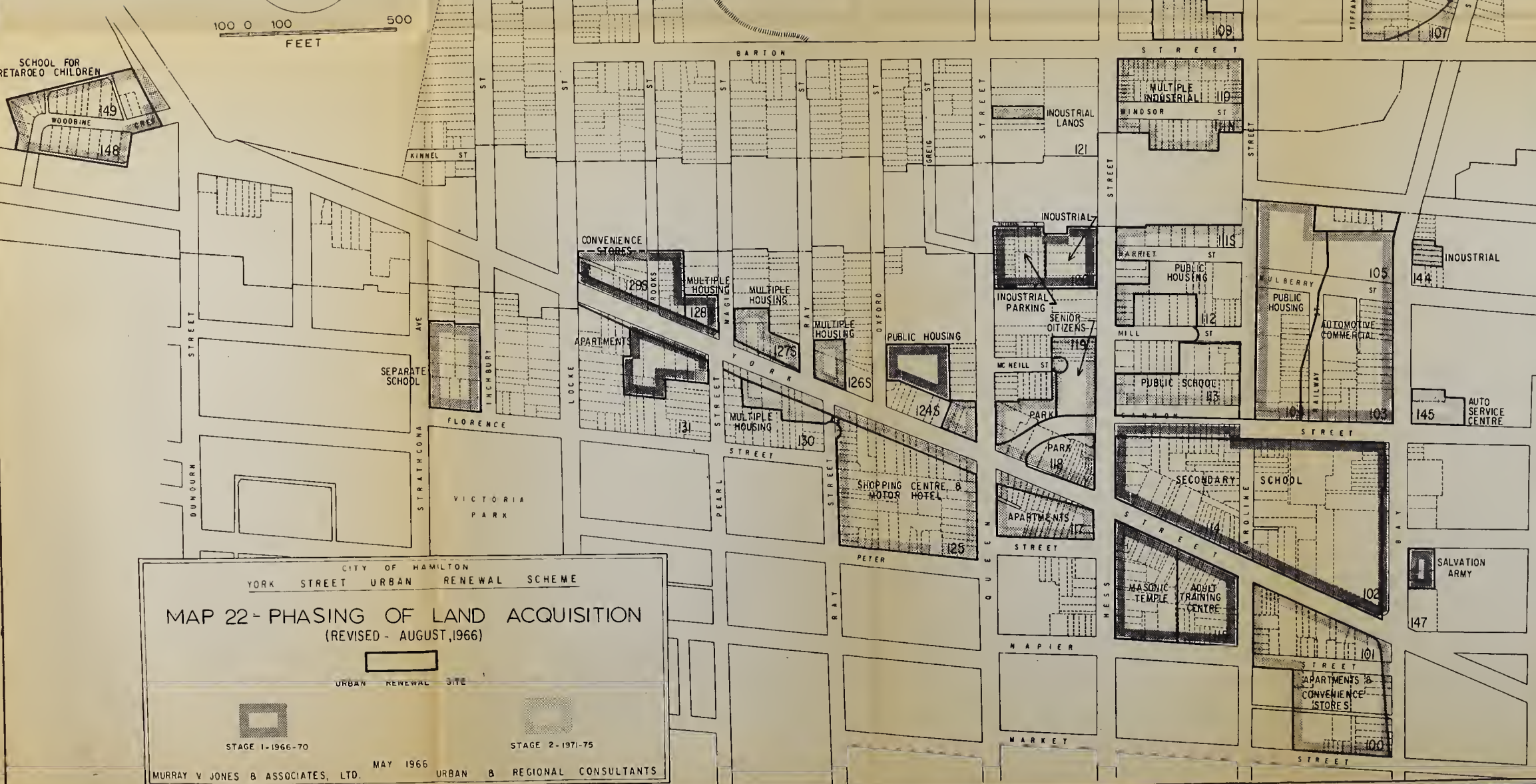
Tables 32 and 33 summarize the information provided in Table 31. The first shows the total area of the lands to be redeveloped, including city-owned lands, according to proposed use. Of the 53 acres involved, 23 are proposed for private redevelopment. Schools constitute the leading public use, followed by public housing. As against 45 acres of city-owned land incorporated into various projects of the scheme, 2.1 acres of privately owned land will be needed for widening York and Bay Streets, 1.6 acres for other road improvements, and 0.9 acres will be devoted to a park. An interesting point in Table 32 is the proportion of city-owned land in public as against private re-uses: 12% in the case of public housing and 9% in the case of other public uses. In the lands intended for private redevelopment, on the other hand, 7% is city-owned land.

Table 33 shows the cost of acquisition and clearance of the lands now privately owned, also by proposed use. The average cost of all private lands to be acquired is \$4.59 per square foot, or \$201,000



100 0 100 500
FEET

SCHOOL FOR
RETARDED CHILDREN



CITY OF HAMILTON
YORK STREET URBAN RENEWAL SCHEME

MAP 22 - PHASING OF LAND ACQUISITION (REVISED - AUGUST, 1966)

URBAN RENEWAL SITE



STAGE 1-1966-70



STAGE 2-1971-75

MURRAY V JONES & ASSOCIATES, LTD. MAY 1966 URBAN & REGIONAL CONSULTANTS

Table 6 (Table 32 in the Report)

Areas of Lands to be Redeveloped by Proposed Use

	<u>To be Acquired</u>	<u>City Owned</u>	<u>Total</u>	<u>Acres</u>
Public Housing	295,000	40,000	335,000	7.7
Other Public Uses	639,000	61,000	700,000	16.1
Roads and Parks	215,000	-	215,000	4.9
Private Redevelopment				
Residential	331,000	19,000	350,000	8.0
Commercial	363,000	48,000	411,000	9.4
Industrial	390,000	26,000	416,000	9.6
Institutional	<u>97,000</u>	<u>-</u>	<u>97,000</u>	<u>2.2</u>
Sub-total	1,181,000	93,000	1,274,000	29.2
Total	2,330,000	194,000	2,524,000	57.9
Acres	53.2	4.5		

Table 7 (Table 33 in the Report)

Areas and Estimated Costs of Acquisition and Clearance
of Privately Owned Lands by Proposed Use

	<u>Area Sq. Feet</u>	<u>Cost \$</u>	<u>Cost per Sq. Foot</u>
Public Housing	295,000	1,370,000	4.64
Other Public Purposes	639,000	2,624,000	4.11
Roads and Parks	215,000	1,283,000	5.97
Private Redevelopment			
Residential	331,000	1,885,000	5.70
Commercial	363,000	1,796,000	4.95
Industrial	390,000	1,269,000	3.25
Institutional	<u>97,000</u>	<u>458,000</u>	<u>4.72</u>
Sub-total	1,181,000	5,408,000	4.58
Total	2,330,000	10,685,000	4.59

per acre. This is less than one-quarter the average cost in Civic Square, which is \$19.85 per square foot. Among the public uses, the lands for public purposes other than housing will on the average cost the least, whereas those for roads and parks will cost the most, due to the extended frontages on York and Bay Streets. Among the private uses, residential land is the most expensive while industrial land is the least; the average cost of land intended for private redevelopment other than industrial is \$5.23 per square foot. The redevelopment value of this land will also be higher than in the case of industry.

The table below gives the estimated costs of the services involved in the scheme, totalling \$1,375,090. Only \$32,400 are required in Stage 1; \$600 in connection with block 120 proposed for industrial redevelopment, \$4,700 in connection with the redevelopment of blocks 103, 104 and 105, and \$27,100 due to the closing of Crooks Street in connection with the retail centre scheduled for 1970. In total, roads are the largest item of service costs, amounting to more than half of the total. This does not include the \$600,000 required in connection with Merrick Street. The necessity of sharing of this item by the senior governments has already been discussed. The City's share of the cost of the internal services shown in the table will be 25%.

Table 7 (Table 34 in the Report, p.159)

Summary of Service Costs by Stage

	<u>Stage 1</u>	<u>Stage 2</u>	<u>Total</u>
Water	\$13,600	\$ 46,760	\$ 60,360
Sewers	1,100	406,100*	407,200
Roads	13,000	702,500	715,500
Gas	3,700	32,700	36,400
Telephone	1,000	65,000	66,000
Hydro	-	89,630	89,630
Total	32,400	1,342,690	1,375,090
City Share	\$ 8,100	335,675	343,775

*Exclusive of costs of sewer improvements on Queen Street which are impossible to estimate without further study.

